

OF EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.
With which is incorporated the
HONGKONG TRADE REPORT
Subscription, paid in advance,
12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

ON SALE.
THE
DIRECTORY & CHRONICLE
FOR 1910.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,370.

號十七百三千六萬一第

日九初月九年二統宣

HONGKONG, TUESDAY, OCTOBER 11TH, 1910.

二拜禮 號一十月十年十一百九千一英港香

PRICE \$3 PER MONTH.

INTIMATIONS

NEW

PIANOS

ON HIRE

AT

\$10 PER MONTH.

TUNING AND REGULAR

ATTENTION INCLUSIVE.

S. MOUTRIE &
CO., LIMITED.

[a34-1]

CHINA MUTUAL LIFE
INSURANCE CO., LD.,
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

ALEXANDER McLEOD, Esq., Chairman.
C. STEPHENSON, Esq.,
LEE YUHO HU, Esq.,
J. H. McMICHAEL, Esq.,
C. R. BURKILL, Esq.,
J. A. WATSON, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies' Acts, England.
Assets ... \$37,855,885.00
Income for Year ... 8,415,250.00
Total Security to Policyholders 8,215,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-
District Manager. ton, Macao
B. W. TAPE, Esq., and the
District Secretary. Philippines.
Alexandra Building.

C. LAWDER, Esq., Inspector, Hongkong.

Advisory Board, Hongkong.

SIR PAUL CHATER, KT., C.M.G.
T. F. HUGHES, Esq.,
C. J. LAURENTZ, Esq.

[a1472]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 37½ lbs. net

In Bags 250 lbs. net

SEKWAN, TOMES & CO.,
General Managers.

Hongkong, 29th April, 1908.

[a728]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
every 1 hour.

SATURDAY.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAY.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.

JOHN D. HUMPHREYS & SON
General Managers.

Hongkong, 1st April, 1909.

[1132]

LANE, CRAWFORD & CO.

(Telephone 97).

SOLE AGENTS FOR

LINCOLN, BENNETT & CO.'S

CELEBRATED

HATS and CAPS

WE ARE NOW SHOWING THE LATEST LONDON STYLES.

HARD and SOFT FELTS.

LANE, CRAWFORD & CO.

[a28]

PAUL DOMMIER CHAMPAGNE.

GOLD MARQUE

VIN. 1900

\$35.00 PER CASE QTS.

\$37.00 PER CASE PIS.

Duty Paid.

Duty Paid.

SOLE AGENTS:

CALDBECK,
MACGREGOR & CO.,
ESTABLISHED 1864.

[a30]



MITSUBISHI DOCKYARD AND ENGINE WORKS.

All A.B.C. Western Union, and Engineering Codes used.

Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Centrifugal Condensers, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
" Breadth "	56 "	66 "
" Draft "	22 "	26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Dredger, capable of lifting 40 ton weight.

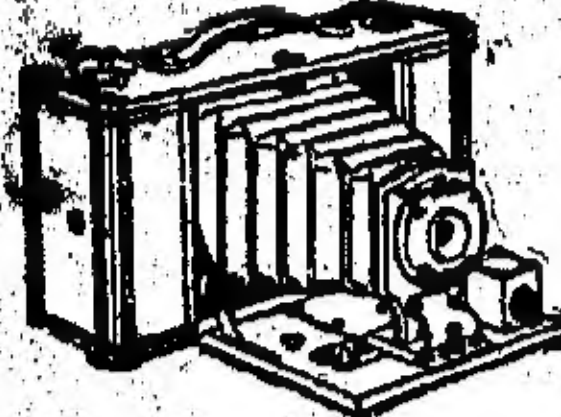
[ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.]

LONG HING & CO.,

PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

JUST UNPACKED:—



FOLDING POCKET CAMERAS, fitted with GOERZ,
ZEISS and ROSS LENSES, PREMO FILM and
PLATE CAMERAS, KODAKS, FILMS and
ACCESSORIES. AT MODERATE PRICES.
DEVELOPING AND PRINTING A SPECIALTY. [910]

C. LAZARUS & CO., CALCUTTA.

BILLIARD TABLES

MANUFACTURED BY

C. LAZARUS & CO.,

ARE

KNOWN THROUGHOUT

INDIA.

[a7472—]

TRY

WEISMANN'S COFFEE

ROASTED AND GROUND ON OUR
PREMISES DAILY.

In ½ lb. and 1 lb. Tins.

[846]

INTIMATIONS

"BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF
H.E. SIR HENRY MAY, K.C.M.G.,
H.E. MAJ. GENERAL BROADWOOD, C.B.
COMMODORE EYRES, R.N.,
AN ENTERTAINMENT

Will be held

AT THE

CITY HALL,

On SATURDAY, 15TH, AND MONDAY,
17TH OCTOBER.

Seats may be booked at the ROBINSON
PIANO Co., on and after MONDAY, 3rd
October.

Hongkong, 27th September, 1910. [1095]

AN EXHIBITION OF WORK

WILL BE HELD BY THE

2ND BN. THE BUFFS.

IN THE

R. E. THEATRE.

WELLINGTON BARRACKS,

On MONDAY AND TUESDAY,

the 17th and 18th OCTOBER, 1910.

Doors Open from 4 P.M. to 7.30 P.M. on 17th,
and from 11 A.M. to 6 P.M. on 18th.

Some of the Work Exhibited will be marked
for Sale.

No Charge will be made for Admission.

Hongkong, 10th October, 1910. [1160]

JUST PUBLISHED:

"POPPY PETALS,"

By DR. C.

Author of "LUI SING."

"The Flight of an Arrow," &c.

Price ... \$3.50.

THESE TALES are not the woven tissue

of the writer's brain, but are veritable

STORIES FROM LIFE, from the author's

large observation among the sort of people

depicted. The book reveals undercurrents and

conditions of life in the Far East little known

to the ordinary resident.

HEBLY & WALSH, Ltd.,
Hongkong, 27th September, 1910. [1114]

WANTED

WANTED.

A SMART and Pleasant-Mannered
BUNNER for a First-Class Hotel.
Apply with references. Certificate of last
discharge indispensable.

Box D. 12,
Care of "Daily Press" Office,
Hongkong, 10th October, 1910. [1153]

WANTED: JANUARY 1ST.

FURNISHED or UNFURNISHED

HOUSE.

Address—Care of "Daily Press" Office.

Hongkong, 10th October, 1910. [1159]

APPLES

APPLES

"TASMANIAN STURMERS"

OF

EXCELLENT QUALITY

20 Cents Per lb.

THE

DAIRY FARM CO., LTD.

[42]

DON'T DELAY CALLING!

JUST UNPACKED, a New

Stock of the Latest Fashion-

able Goods.

Now Showing at Hoosain-Ali's

Show Windows.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central.

Hongkong, 3rd October, 1910. [707]

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
[a35] A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte, at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a583]

ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and Airy Rooms, Hot, Cold, and Shower
Baths, Gas and Electric Light and Fans, Large
and Comfortable Lounge, Private and Public
Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION, Sanitary Arrangements of
the latest, HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Families and
Dinner. Special Rates for married families on
application to
J. H. OXBERRY,
Manager.

FREDERICK REICHMANN,
Proprietor.

(late Manager of J. H. LYONS (Trocadero),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).

TELEPHONE No. 197.

TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.

Hongkong, 1st September, 1910. [a542]

"BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour.

Telephone, No. 690.

Apply to—Mrs. F. W. TATTS,
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a36]

VICTORIA HOTEL

SHAMKIN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMKIN."

SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRAYA GRANDE

Both Hotels electrically lighted, and under

experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER

Proprietor

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

THIS Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong

Two steamers (a.s. Sui Yu and Sui Yu) daily to

and from Hongkong, and two steamers to and

from Canton, give easy communication with

both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

THE MANAGER

INTIMATION

A. S. WATSON & CO
LIMITED,
ESTABLISHED A.D. 1841
WINE & SPIRIT MERCHANTS

BRANDY:

	Per case of 1 doz.
A—SUPERIOR PALE, Red Capsule	\$20
B—SUPERIOR OLD COGNAC, Red Capsule	23
WATSON'S * * * COGNAC, Gold Capsule	23
C—SUPERIOR OLD LI- QUEUR COGNAC, Gold Capsule	29
D—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule ...	35
E—FINEST OLD BROWN BRANDY, Gold and White Capsule	40
HENNESSY * * *	30
BOUTELLEAU'S CHAM- PAGE LIQUEUR	40
Per Doz.	
FINE PALE COGNAC (Marie Brazard & Roger's)	\$20.80
S. O. F. V. O. COGNAC (Marie Brazard & Roger's) ...	64.80
VERY FINE LIQUEUR COGNAC, 60 Years Old (Marie Brazard & Roger's) ...	100.00

Note—For Hongkong the above Prices will be increased by the amount of duty payable—\$7.20 Per Dozen.

A. S. WATSON & CO.
LIMITED,
ALEXANDRIA BUILDINGS.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No unimportant signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.
Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Edition.
P. O. Box, 34. Telephone No. 12.

BIRTH.
On October 1st, at Southow, to Rev. and Mrs. PALMER CLISBY DU BOIS, a son (Eugene Zemp).

DEATHS.
On October 3rd, at Shanghai, SARAH RACHEL, beloved wife of Insp. E. H. Lynch, Wayside Station, aged 40 years.
On October 3rd, at Shanghai, BERTRAM SMITH, engineer, Houtsin-Pukow Railway.
On October 3rd, at Shanghai, HELENA CHRISTINA, only child of Mr. and Mrs. D. Warden, aged 10 months.

HONGKONG OFFICE: 10A, DES VUE ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 11TH, 1910.

GREAT satisfaction is derived in Peking from the telegraphic news that part of the Peking-Hankow Redemption Loan, amounting to £450,000, bearing interest at 7 per cent, has been issued in London at 108. What gives especial pleasure is that the loan is not encumbered, like previous foreign loans, with special securities, restrictions and provisions for preferential treatment of the financing country. "It is extraordinarily significant to note," says a semi-official Peking contemporary, "that the issuance of the present loan in the London market has only the national credit of the Empire as its security, and carries no preferential clause to the loaning nation." From this same source we learn that the loan is financed by the City and Midland Bank at the instance of the Chiao-Tung Bank of the Ministry of Posts and Communications. The loan is stated to have been "several times oversubscribed." This is, of course, regarded as eloquent testimony to the faith in China's national credit which obtains in financial circles in England, and now that

a beginning has been made with the negotiation of loans in this way with a degree of success which the Chinese Government scarcely dared to anticipate, further ventures of the kind are foreshadowed. If there is found to be a ready sale for these Chinese Government bonds in London, "it is understood that this may serve in the near future as an opening wedge for the successful flotation of a big loan to be employed in the extensive development of the national resources."

Rauzy's telegram announcing the success of the Peking-Hankow loan mentioned that it had been subjected to some criticism. This is discounted in Peking by the cheap answer that such criticism is inspired by some persons interested in the imposition of conditions detrimental to China's political and economic status. This is absurd. All the capitalist is concerned about is the safety of his money, and most students of Chinese affairs will, we think, agree that financiers who lend China large sums of money simply on the security of the national credit of the country at the present time are taking a risk which scarcely seems justified. That, however, is their affair, and China is naturally pleased to find financiers who have such abounding faith in her financial stability. Possibly the successful flotation of the Peking-Hankow loan on such terms has some bearing on the recent refusal of the Chinese Government to take up the Canton-Hankow Railway loan from the four foreign syndicates interested. At the conference on the subject which took place at Peking about ten days ago, telegraphically reported by our Peking correspondent, we observe that H.E. SHEN KUNG-PAO, Vice-President of the Ministry of Posts and Communications, criticized the terms offered, and would not agree to take up the loan, "urging the promise to the gentry not to employ foreign capital." The real reason, of course, is that the Yuchuanpu has now some reason to believe that the money can be raised in the open market on better terms. From the first there has been a provincial agitation against the employment of foreign capital, but it has been made very clear that the objection has been not so much to the source from which the capital is obtained for railway undertakings now generally recognised to be desirable, but rather to the terms and conditions on which foreign capital has heretofore been obtained. If the money necessary for the construction of the Canton-Hankow railway were offered on the sole security of the national credit of the country we should hear nothing further of the "promise to the gentry not to employ foreign capital." Possibly this is "the big loan" foreshadowed by the semi-official organ of the Wai-wu-pu. It will, at least, be hoped that these important railway undertakings will not be "hung up" until China is in a position to proceed with them without the aid of foreign capital.

Major C. C. Cobbe, East Kent Regiment, has been appointed Commandant of the Detachment Barracks at Hongkong.

The *Empress* steamers are announced to sail on the dates shown in the C. P. R. Co's advertisement at 7 a.m. in future instead of 6 p.m.

Sir Patrick Manson, F.R.S., who this month completes his 56th year, is shortly retiring from the post of Medical Adviser to the Colonial Office.

Two Chinese and one Portuguese case of enteric fever were the only cases of communicable disease reported in the Colony of Hongkong last week.

A Chinese woman from 246, Hollywood Road, was ordered by Mr. E. R. Hallifax at the Magistrate's Court yesterday to pay a fine of \$230 for being in possession of a quantity of opium. The alternative was eight weeks' imprisonment.

A boy employed in the lower bar of the Stag Hotel was charged before Mr. J. R. Wood at the Magistrate's Court yesterday with stealing 70 cents worth of whisky. The offence was proved and he was sentenced to fourteen days' imprisonment.

Mr. K. von Wiser, the Austrian Consul, charged four chair coolies before Mr. E. R. Hallifax at the Magistrate's Court yesterday with disobeying lawful orders. The defendants were found guilty, and ordered to pay a fine of \$5 each.

The return of visitors to the City Hall Library and Museum for the week ending the 9th October shows that of non-Chinese there were 363 to the Library and 224 to the Museum, and of Chinese 143 to the former and 3,015 to the latter. The Library was, therefore, used by 506 persons and the Museum by 3,239.

A Chinese was charged before Mr. J. R. Wood at the Magistrate's Court yesterday with breaking into the cook house of No. 64, Queen's Road, and stealing a copper pan and spoon valued at \$6. The offence was proved, and the defendant was sentenced to one month's imprisonment and four hours' stocks.

Captain Cheng Ching Pang arrived in London last month from Peking to attend the British Army manoeuvres on behalf of the Chinese Government.

The St. Andrew's Society of Shanghai disburses more in charity than does the Hongkong Society. The disbursement during 1909-10 in Shanghai amounted to \$1,726.44.

Col. E. J. Cooper, C.B., M.V.O., D.S.O., has been appointed to command the troops in North China, with the temporary rank of Brigadier-General, in succession to Col. W. H. H. Waters, C.V.O., C.M.G.

According to the reports of the provincial authorities to the Naval Department, the Chinese fleet consists of 214 ships all told, of which 17 are armoured cruisers. The majority are out of repair and useless.

Three Chinese, one a district watchman, were charged before Mr. E. R. Hallifax at the Magistrate's Court yesterday with refusing to pay their tram fares. The watchman was ordered to pay a fine of \$10, and each of the other defendants was fined in the sum of \$5.

Sympathy is extended to Police Inspector Robertson in the death of his eldest son, aged fourteen years, at the Matilda Hospital yesterday morning. The cause of death was appendicitis, the lad being too weak to permit of an operation being performed.

The appointment of Rear-Admiral Robert H. S. Stokes (formerly Commodore at Hongkong) to be Superintendent of his Majesty's Dockyard at Devonport, in succession to Vice-Admiral Charles H. Cross, was officially announced last month. The appointment dates from 4th October.

A young married woman (Chinese) while leaving her house at 15, Tung Man Lane, about five o'clock yesterday morning to go to the Market for provisions, fell from the first floor landing into the street. An ambulance was hastily summoned and she was placed in this to be removed to hospital. On the way, she died from the injuries sustained.

We regret to learn that Mr. Dealy, Head Master of Queen's College, Hongkong, who went home on leave in the Spring, has been in Hospital ever since his arrival home until last month, suffering from blood poisoning, caused by being bitten by a rat on the ship by which he travelled home; the wound having been insufficiently cauterised afterwards. News received by yesterday's mail is to the effect that Mr. Dealy has now left the hospital and gone to Torquay to recuperate.

Liu Yu-lin, who has been appointed Minister to London, is at present one of the senior officials in the Waiwupu. He is a Cantonese, and was educated in America. He held the post of Consul-General in South Africa during the immigration of Chinese labour for the mines, and he was the chief representative of China at the Opium Conference at Shanghai in February, 1909. He would have already attained to higher office had he not been in mourning for his father during the last three years.

The subject of an action at the Supreme Court yesterday was the return of money paid by a country Chinese to another for procuring him a passage to America. The passage had not been obtained and the action was to recover the \$120 paid on deposit. The letters from the defendant to the plaintiff explaining why he had not booked a berth on certain steamers were very amusing. In one he stated that the berth on the steamer was not good enough for his friend, and he hoped to arrange something more comfortable for him, by and by. But nothing more was heard from him. Hence the action.

Before Mr. J. R. Wood at the Magistrate's Court yesterday a Chinese named Chung Fung Kai was charged with conspiracy. The charge showed that the defendant and three others, on divers dates between 23rd December, 1908, and 15th January, 1909, unlawfully, fraudulently and deceitfully did amongst themselves conspire, combine, confederate and agree together by divers false pretences and unlawful and subtle means, ways, stratagems and devices to obtain and acquire from Lenny Po the sum of \$1,900 and \$800, and to cheat and defraud him thereof. Mr. J. H. Gardiner appeared for the defendant, and the hearing was adjourned.

Arrangements for the forthcoming Autumn Race Meeting at Shanghai are now well in hand. The new stand is just about complete and painted white looks most attractive. The Pari-Mutuel accommodation is this year to be increased by the addition of an extra room, and though nothing has been done as yet with regard to the Press accommodation this is having the attention of the stewards. The races are to be held on Tuesday, Wednesday and Thursday, 1st, 2nd and 3rd November, and not as heretofore on Monday, Tuesday and Wednesday. The last three meetings have all been attended with wet weather and it is hoped that such will not be the case at the coming meeting.

The Chinese Judges and the Attorney-General of Peking, who were in England last month on their way to the eighth International Prison Congress in New York, were entertained at luncheon in the Trocadero Restaurant by the London Court of Arbitration, which is under the joint management of the London Chamber of Commerce and the Corporation of the City of London. Sir Albert Rolitt, Chairman of the Court of Arbitration, presided and among those present in addition to the Chinese visitors were: Mr. F. T. Chow (Chinese Legation), Mr. Chao-chu Wu, Captain R. Aston Blake (Deputy Master of the Trinity House), Sir J. Glover, Sir Herbert Marshall, Mr. W. Gillespie (Deputy Chairman of the London Court of Arbitration), Mr. B. S. Fraser, and Mr. C. E. Town (Assistant Secretary of the London Chamber of Commerce).

THE GREAT NICOLA.

"BOXED UP" BY A LIFT BOY.

"Nicola! Professor Nicola!" was shouted in a stentorian voice by a policeman at the Magistrate's Court yesterday, and for a time there was no response. The Court was filled by a Chinese crowd who appeared anxious to hear a charge of assault preferred by a lift boy against the great magician, but for a time it was thought that Nicola would perhaps baffle the Court by "vanishing into thin air." Such was not his intention, however, for the repetition of his name brought him hurriedly into the Court presided over by Mr. Hallifax. He was then charged with assaulting Hoi Lam Sam, a lift boy engaged at the Hotel Mansions, and admitted the charge.

Mr. P. M. Hodgson (of Messrs. Evans & Hartzen), who appeared for the complainant, stated that Professor Nicola went home on Tuesday night after the lift had stopped raining. It stopped at twelve o'clock, the boys having instructions to cease at that hour. Mr. Nicola returned home too late for the lift and had to walk upstairs. On the following morning accompanied by others, he took the lift to descend to the ground floor. In the course of the descent he asked the boy why the lift was not running on the previous night, or winds to that effect, practically inferring that it was the boy's fault that it was not. The boy, who was not on duty on the previous night, said, "I no savvy. Not my pignin." Mr. Nicola, who was probably in a temper, hit the boy on the face.

His Worship—This was in the lift, while it was moving?
Mr. Hodgson said it was. At the next landing the boy got out, and letting the lift run midway between two floors stopped it, shutting Nicola in. Mr. Nicola had probably never been boxed up in his life like that before. The boy went to Mr. Humphreys, told him what had happened, and said he had got the man safely locked up in the lift. He took Mr. Humphreys round, and in his presence got into the lift. Mr. Nicola was probably very much annoyed because he could not get out, for it appeared to be the first thing he could not get out of. He hit the boy again in the presence of Mr. Humphreys, and Mr. Hodgson did not think he would deny the assault. In this case he was going to ask his Worship to inflict a severe fine. Assaults of this kind were constantly happening, and this was a serious case. People should not take the law into their own hands and assault boys. If they had any complaint to make they should go to the proper place and make it.

His Worship (to defendant)—You have pleaded guilty to the assault. Are those the facts that Mr. Hodgson has given you now?

Professor Nicola said that part of them were, and part were not. After his show on the first night, when he returned to the Hotel Mansions, he told the lift boy that he wanted to go up to his room. The boy said, "Finished. No can do." He was very tired, of course, for he worked very hard, especially at night. He was mighty tired, and lived on the top floor, about six lights up. On the way up he went into the room of one of his assistants, who was sick, to see how he was. While there he heard a noise, and on going to see the cause of it, up came the elevator with another man. He thought it was mighty funny that the boy should take up another man, and would not carry him. He then wanted to get some water for his assistant, and rang the lift bell. The boy would not go up, but finally the lift appeared with another man who got out on the floor below. Then it ascended to the floor on which Nicola was standing, and he told the boy he wanted some water, and asked him why he refused to take him (Nicola) up, and then took two other men. The boy went down, and defendant thought he was going to get some water, but he did not. The next morning when defendant took the lift he was still mad about it, and asked the boy what was the matter. He further said that he did not wish to walk up every night, especially if others were taken up in the lift after him. The boy said he was not on the lift on the previous night, and Nicola grabbed him and turned him round to look at him. The boy got frightened, jumped out on a landing, closed the elevator and lowered it midway between two floors, where he left them. There was a lady in the lift with him, and they were in rather an embarrassing position with the Chinese standing below laughing at them. Mr. Hodgson said he could not get out, but he could.

A friend of Nicola's, who was in Court, said the conjurer wanted to get out, but he wouldn't let him because it was too dangerous.

His Worship—You have no business to touch a lift boy in a lift, Mr. Nicola.

Mr. Hodgson pressed for a heavy fine. The defendant had no business to touch the lift boy at all. Mr. Humphreys was there, and he could have complained to him.

Defendant—I did not strike the boy at all.
His Worship—You had no business to touch him in the lift. He was the lift boy.

Defendant—I am sorry I did.
His Worship—You will pay a \$25 fine.

THE THEFT FROM THE "CHARLES HARDOUN."

We learn that a Chinese gunboat cruising near Macao yesterday morning overhauled a junk and discovered underneath some general cargo the sixteen bales of raw silk stolen on Friday last from the steamer *Charles Hardoun* while lying at her wharf in Hongkong.

The silk, which was found intact, is valued at \$16,000.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE REVOLUTION IN PORTUGAL.

LONDON, October 10th.

From Gibraltar the yacht "Amelia," being State property, sails for Lisbon.

King Manuel and his mother remain as guests of the Governor of Gibraltar, while the Dowager Queen Maria Pia and the Infante Alfonso proceed to Italy.

From Lisbon it is reported that the Government is striving its hardest to end the increasing anti-clerical agitation. Whenever priests appear on the streets they are attacked.

President Braga occupies one of the royal palaces.

Telegrams have been received from all the colonies expressing adherence to the Republic.

Ambassadors have been appointed to Paris, Madrid and Rome.

The proclamation of the Republic has been formally notified in most capitals.

LATER.

THE ROYAL FAMILY.

The Queen Dowager Maria Pia and the Infante Alfonso are guests of Rear Admiral Pelham.

King Manuel is on the yacht "Amelia" which is expected to leave Gibraltar for Villamanrique, near Seville, the residence of Queen Amelia's mother, the Comtesse de Paris.

EXPULSION OF MONKS AND NUNS.
Lisbon news states that the expulsion of the monks and nuns is already beginning, the children entrusted to their care being sent back to their parents.

PROCLAMATION AT MACAO.

Yesterday afternoon a "Bulletin Official" was issued at Macao proclaiming the establishment of the Republic in Portugal. All is quiet at Macao.

THE NEW REPUBLICAN CABINET.

The new Cabinet is composed as follows:—
Presidente—Theophile Braga.

Ministros:—
Reino—A. J. d'Almeida.
Justica—Alfonso Costa.
Guerra—Coronel Barretto.
Fazenda—Basilio Telles.
Marinha—Amaro d'Azavedo Gomes.
Estrangeiros—Bernardino Machado.
Obras Publicas—Antonio Luiz Gomes.

News has reached the Colony from Portuguese sources that Oporto and the other provinces remain loyal and that a loyalist force is marching towards Lisbon to re-establish the Monarchy. Heavy fighting is expected. The news seems doubtful.

HONGKONG CRICKET LEAGUE.

A meeting of the Cricket League was held at the pavilion of the H.K.C.C. last night, when the Hon. Dr. Atkinson presided over a number of representatives of different clubs interested.

Rule 9 of the rules of the League was amended to read as follows, "A win shall count one point, a draw or a loss shall not count. The percentage on the number of matches won shall be reckoned, and the club having the highest percentage to hold the Shield for the ensuing season."

Rule 10 was also amended, and now reads as follows, "In case a match is not finished owing to rain, it shall be replayed. But if this, in the opinion of the committee, should be impossible, the match shall be considered as abandoned."

Mr. W. D. Braidwood's offer of a prize to be given to the man who makes the biggest number of catches by the end of the season was accepted, and the secretary is to write and thank him.

The Royal Drawing Society's Scholarship has been awarded to Miss Ursula Wood.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

FINANCIAL TROUBLES AT SHANGHAI.

SHANGHAI, October 10th.

The embarrassment, virtually the failure, of another native bank complicates the financial situation.

Three banks are weakened in consequence of this failure.

The Chinese are making every effort to cope with the position.

It is understood that the Taotai is calling in all funds preparatory to leaving the port.

[FROM THE "CHUNG NGOI SAN PO."]

FAILURE OF BIG CHINESE BANK AT SHANGHAI.

SHANGHAI, October 10th.

An old established Chinese bank, with branches in different Provinces, has failed, involving over ten million taels.

The Settlement is now in an uproar, as twenty-one other banks had dealings with the one that failed, and it has suspended payment.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

FINNISH DIET DISSOLVED.

LONDON, October 10th.

The Finnish Diet, which has refused to receive certain Russian Ministerial proposals, has been dissolved.

The Tsar has ordered the Bills which the Diet refused to discuss, to be submitted to the Duma.

MR. ROOSEVELT AGAIN ON TOUR.

LONDON, October 10th.

Mr. Roosevelt is continuing his tour in the Southern States and repeating the triumph he secured in the Western States.

ANARCHY IN PERSIA.

LONDON, October 10th.

Telegrams from Teheran report that disorder and brigandage are rife in the Southern provinces.

A NEW SOLICITOR.

An interesting event took place at the Supreme Court yesterday when his Honour Mr. F. A. Hazland, Acting Chief Justice, admitted to practice as a solicitor Mr. Yan Sik Ho, the son of Mr. Ho U Ming. Mr. Eldon Potter moved the Court that the gentleman named be approved, admitted, and enrolled as a solicitor to practice in that Court. Mr. Ho was the son of a well-known Chinese gentleman residing in the Colony. He was educated at Queen's College, and having passed the Oxford local examination went to England, where he was articled first to Messrs. Locking & Holditch, in Hull, and subsequently to Messrs. Rolitt & Sons, London. He passed his solicitor's examination in June last and was placed in the honours list. He had not sought admission in England, though he was eligible, but he intended to be admitted and to practice. Subject to the production of the certificate of admission, he asked that Mr. Ho be admitted to practice here.

His Lordship understood there was a precedent for this.

Mr. Potter replied that there was express power given his Lordship in the Ordinance quoted.

His Lordship granted the application, subject to the production of the certificate.

Mr. Yan Sik Ho intends to join the office of Mr. Lee d'Almeida.

CRICKET.

PARIS. V. THE PRESIDENCY.

The annual match between the Paris and The Presidency XI was played at Poons on the 5th and 9th September and resulted in an easy victory for the former. The Paris winning the toss elected to bat, and contributed the respectable score of 386 runs. The Presidency replied with 119 and had to follow on in consequence, responding with 51 runs only. Thus the Paris won by an innings and 186 runs.

INTERPORT RIFLE SHOOTING.

Hongkong marksmen will have to bestir themselves if they intend to make any serious attempt to win interport honours this year. The other day Singapore men at practice put up the following scores:—Chatter 102, Tan Chow Kim 101, Ferguson-Davies 99, J. Wakeford 96, Song Ong Sang 96, Fowle 94.

THE PACIFIC MAIL S.S. CO.

MR. R. P. SCHWERIN IN HONGKONG.

Mr. R. P. Schwerin, vice-president and general manager of the Pacific Mail S.S. Co., accompanied by Mr. B. C. Howard, Yokohama agent for the Company, arrived in Hongkong yesterday from Shanghai and Japan, where Mr. Schwerin had completed an extended business tour in the interest of his Company. Mr. Schwerin was met on the arrival of the *Siberia* by Mr. Fred J. Halton, the P.M.S.S. Co. agent in Hongkong, who in the course of the day accompanied the vice-president on a round of visits.

BANQUET AT THE CLUB.

Mr. Halton invited a large company to meet Mr. Schwerin at dinner at the Hongkong Club last night. Invitations were accepted by the following gentlemen:—

Hon. Mr. A. M. Thomson, Hon. Mr. W. Chatham, C.M.G., Hon. Mr. C. McI. Messer, Mr. Geo. E. Anderson (U.S. Consul General), Commander C. W. Beckwith, R.N., G. R. Salisbury, U.S.N., U.S.S. *Wilmington*, Drs. G. P. Jordan, C. Forsyth, Captain F. W. Lyons, Messrs. G. Balloch, N. J. Stabb, A. E. Carleton (Vice-Consul U.S.A.), J. Spencer Hough, W. H. Robertson, G. T. Edkins, Wm. Dickson, N. S. Marshall, T. F. Hough, A. Shelton Hooper, C. A. Tomes, J. W. C. Bonnar, C. R. Lenzmann, R. M. Dyer, G. W. Barton, Geo. Hayes, W. Melchers, Evan Ormiston, R. D. Harvey, Geo. Grimble, F. H. Armstrong, W. G. Humphreys, T. E. Pearce, P. J. R. Bishop, H. G. White, C. G. Gok, F. Lieb, W. B. Walker, G. H. Mathews, H. A. Sties, Dr. J. A. Noble, G. Friedland, H. C. Ehrenfeld, B. A. Hale, H. P. Thomas, C. R. Scott, Sidney Smith, Capt. A. Zeeher, H. H. Solomon and C. R. King and G. T. Lloyd.

The toasts of "The King" and "The President of the United States," submitted by the Chairman, were duly honoured.

Mr. Anderson, the U.S. Consul General, in acknowledging the compliment paid to the President of the United States, dwelt upon the development of American trade and shipping interests as marking a new era in American history, with which Mr. Taft was pre-eminently identified, and emphasised the cumulative effect of trade, saying that trade development by the United States meant increased trade opportunities for every other nation. The one great economic principle, he said, which the Far East needed to recognise to-day was that trade is mutual and reciprocal.

The CHAIRMAN (Mr. HALTON) proposed the health of Mr. Schwerin in an interesting speech, giving a brief outline of the history of the Pacific Mail Steamship Company which he remarked was practically the history of the Pacific Ocean. The first steamer to leave San Francisco for Hongkong was the *Colorado* which inaugurated the service on January 1st, 1867. Mr. Schwerin, he said, had been the manager of the Company for nearly twenty years, and that fact alone would be sufficient to suggest the wonderful executive ability he must possess to control this large property. (Applause.)

Mr. SCHWERIN, who was most cordially received on rising to reply, referred to the marvellous growth of Hongkong and spoke with admiration of the enterprise shown in its development by the representatives of the British Empire—the greatest race in the world. He referred especially to the reclamations along the water-front. Mr. Schwerin went on to speak of the operations of the Pacific Mail Steamship Company, as the pioneer on the Pacific Ocean, with the largest and best type of ships, and mentioned that the Company were now laying down two ships larger than the *Manchuria* and *Mo-gata* providing saloon accommodation for 500 persons. He enlarged upon the value of shipping enterprises in the development of trade and told an interesting story of the way in which he developed the mail trade of Japan from nothing to 65,000 tons a year. In conclusion Mr. Schwerin expressed his appreciation of courtesy extended to him and returned his seat amidst applause.

The Hon. Mr. A. M. THOMSON proposed the health of the Chairman which was received with musical honours, and the Chairman's acknowledgement brought the proceedings to a close.

OTHER ENGAGEMENTS.

On Wednesday Mr. Schwerin is the guest at dinner of Sir Henry May, the Officer Administering the Government, at Mountain Lodge. On Friday, 14th inst., a Chinese reception will be held at 2.30 p.m., and in the evening there will be a dinner at the Tong Tin Lun Chinese restaurant. Mr. Schwerin will probably proceed to Canton by a night steamer after the banquet. He proceeds to Manila by the *Siberia* on Monday.

While in Hongkong, Mr. Schwerin is the guest of Dr. G. P. Jordan at "Marble Hall," the residence of Sir Paul Chater, who is English.

THE RAILWAY.

The resumption of railway traffic on Sunday proved very satisfactory. The afternoon train was insufficient to accommodate the number who wished to travel, and it is estimated that at least 800 people used the trains on that day. A mishap, fortunately of a temporary nature, occurred on Sunday near Tai-po, but the trains are now running well up to schedule time.

THE "SIBERIA" IN COLLISION.

The Pacific Mail Co.'s steamer *Siberia*, which left Kobe on the 3rd inst. at midnight for Shanghai, returned to harbour at daylight, having been in collision with a small steamer, the *Tomakima Maru*. The *Siberia* was not much damaged and was able to resume her voyage to Shanghai. The bows of the *Tomakima Maru* were badly crumpled up. There was no loss of life.

MURDER CHARGE AGAINST AN AMERICAN BLUEJACKET.

EVIDENCE OF JAPANESE COMPLAINANT.

John William Hays, on remand, appeared before Mr. E. R. Hallifax at the Magistracy yesterday to answer a charge of wilful murder, and two charges of assault, causing grievous bodily harm.

Mr. H. L. Deany, junr., from the office of the Crown Solicitor, prosecuted, and Mr. Leo d'Almeida o Castro appeared for the accused. Mr. Anderson, the American Consul-General, had a seat on the bench with his Worship.

Mr. Deany, in opening, informed the Court that the prisoner was alleged, about 8 p.m. on September 25th, to have got into No. 2, Sharp Street. He was seen climbing in by the verandah, and was observed to leave the verandah and enter the living part of the house. He there met the complainant on the second charge, who was carrying a baby. Complainant had just come from the bath, and when he met the prisoner the latter indicated to him that he wanted him to go downstairs. Complainant objected at first, but apparently he was motioned towards the staircase and then pushed down. Prisoner, meantime, picked up a kerosene lamp which stood in the room, and threw it after the complainant. The baby was picked up afterwards at the foot of the stairs. Complainant was severely burned all over, and badly bruised. The complainant in the third charge was the amah of the second complainant. She said she was kicked downstairs, and she suffered from many bruises and physical shock.

Mr. J. W. White, an assistant engineer in the Public Works Department, produced plans which he had made for the purpose of this case.

Shojiro Yamada stated that on September 25th, between 7 and 8 p.m., he came out of the bathroom of his house carrying his baby. He entered his room, and almost at the same time he saw the defendant step in from the verandah. One of the windows was open. As soon as defendant entered the room he picked up a lighted lamp and told witness to go. Then he put his hand on complainant's left shoulder and pushed him to the staircase. He walked down to the angle of the staircase, and defendant pushed him as he walked. At the angle defendant suddenly pushed him hard down the staircase. Witness still carried his baby. He called out "dangerous" in Japanese, and defendant threw the lamp at him. It struck the wall, then fire spread over his face and body, and some of it went in his mouth. The lamp was made of glass. Witness rolled down the staircase, and the child must have slipped through his arms as he was rolling down, for he did not miss it until he got into the street. When he became aware that the child had dropped, he called out to save it. A European who was near went to the foot of the staircase, picked up the child and gave it to him. Then he went to a Japanese doctor in Wanchai Road. As he was absent witness went to No. 2 Police Station. On his way he saw the defendant in the custody of several constables. After going again to see the Japanese doctor, he was taken to the Government Civil Hospital, and took the baby with him. In the full witness was burnt on the face, chest and shoulder, and received several bruises and scratches.

Are you quite certain that defendant is the man who pushed you downstairs?—Yes, quite certain.

In cross-examination witness stated that he went into the bathroom shortly after seven o'clock. The bathroom was in No. 1, Sharp Street, and he stayed in No. 2. At the time of this occurrence there was only his wife, the child and himself in the house. The child was not ill previous to the bath. While in the bath he heard a noise in the vicinity, and told his wife to hurry up and go into the house.

Where did you first meet the defendant?—After I had entered my room.

As you went into the room you say he came in through the verandah?—Yes.

So that you met him half way in the room?—Yes.

And he made straight for the lamp?—Yes, he passed me and went for the lamp.

Was the lamp on the centre of the table or on the edge?—On the centre.

When accused passed you did he take any notice of you?—No.

Did you take any steps to stop the man?—I didn't know English, so I said nothing.

What did you think he was going to do with the lamp?—I didn't think anything.

But you told him it was dangerous to carry it?—Because he was not steady.

Didn't you think it very extraordinary that a man should get into your house through the window and direct you to go out?—I thought it was very strange, so I did not move.

How did he look?—I noticed nothing strange about him, only that he had no hat on.

Was he very much excited?—He seemed to be a little excited.

I put it to you that he was very much excited?—He was very excited.

When he said "go" did you go to the landing?—No. He came and pushed me.

Did you resist at all?—No.

And when you got to the angle of the staircase you say that he pushed you hard?—Yes.

Did you fall headlong?—Yes.

How long after this accident was it that the doctor at the Government Civil Hospital examined the child?—Within an hour.

Where was your amah while you were having a bath?—I don't know, but shortly before I went to the bathroom she came into the house and told me there was a disturbance outside.

The hearing was adjourned.

ANOTHER RUBBER SHARE CASE AT SHANGHAI.

H. R. MICHAEL, C. W. V. W. CARMICHAEL.

In H. M. Supreme Court at Shanghai, on Monday last, before Sir Haviland de Saunieres, Judge, the above case was heard in which the plaintiff's claim was for the sum of Tls. 33,275.55, indemnity for the defendant's breach of contract in failing to take delivery from the plaintiff on the date fixed by the Shanghai Stock Exchange for the June Settlement of the shares mentioned below, bought for the defendant by the plaintiff as broker, and for interest at 7 per cent. per annum from June 30, 1910.

Date of Purchase.	No. of Shares.	Company.	Amount due in respect of shares, including plaintiff's brokerage 3 per cent.
March			
30, 190	Talung	...	Tls. 5,537.55
30, 200	Ayer Tawah	...	5,829.00
April			
5, 200	Ayer Tawah	...	5,427.00
7, 200	Batu Annam	...	4,422.00
21, 200	Anglo-Java	...	5,427.00
25, 200	Batu Annam	...	2,814.00
26, 200	Talung	...	3,819.00
Total			38,275.55

Mr. Loftus Jones appeared for the plaintiff; defendant was represented by Messrs. Jernigan & Fessenden.

Mr. Jones said that this claim was one which was endorsed upon the writ. It was a claim by a broker for indemnity against his principal in respect of certain share transactions mentioned in the particulars. The case for the plaintiff was that he was acting on behalf of and under instructions of the defendant in connection with the transactions mentioned, and that he had suffered the loss claimed for. He now claimed to be reimbursed by defendant. The defence was one which was almost in similar words to that filed in the recent case of *Neilson v. Hadley*. It had reference to the Gambling Act, and that was the only defence relied upon. The formal proof necessary for counsel to call would be simply to establish the contracts and orders which were given. The documents which would be put before the Court had already been subject to inspection by the other side, so that their introduction would be a purely formal matter. The burden then of establishing the defence would rest upon the other side.

Mr. Fessenden said that the defendant in this case felt, and he thought his opinion was shared by a great many other people in Shanghai, that he, in a measure, had played with marked cards, and that therefore he was not bound to the same extent that he would have been bound in an ordinary transaction. More than that, defendant felt aggrieved that he and others were sold out to the Cathay Trust against their will and desire, and for those reasons he was entitled to plead the Gambling Act inasmuch as his relations and intentions with the plaintiff were that these should be gambling transactions. The second ground of defence was a technical question of law which counsel would argue later.

After the evidence had been taken,

Mr. Fessenden submitted that to be entitled to indemnity the plaintiff must show that he had performed these contracts in such manner and for the benefit of the defendant that he was entitled to indemnity. Two points were raised by the defence. The first was that these contracts were made upon the understanding and agreement that nothing but a settlement of differences was contemplated, which brought the transactions within the statute against wagering and gaming. The second defence counsel had been compelled to take very broadly, but the chief point was that after purchasing these shares, as plaintiff said he did, on the Stock Exchange, he so dealt with them as to forfeit any right to indemnity which he might have had. It was quite apparent that a series of transactions such as these might be perfectly valid in their outward form, and yet, when considered in connection with all the circumstances attending them, they presented unmistakable evidence of gambling.

If the real intention of the parties was to gamble, of course, the contracts were unlawful. Counsel need hardly remind his Lordship that Stock Exchanges the world over had displayed great ingenuity in devising schemes and systems whereby gambling could be carried on under the guise of legitimate business. No better proof of this assertion could be shown than the contracts between the parties which were signed for the concerned. These contracts enabled them to buy and sell at all at the expense of their clients, and in other ways, too numerous to mention, to reap an unfair advantage. Therefore, the Courts generally looked into these transactions very carefully to ascertain the real intention of the parties. Another equal objection to these contracts was that persons who desired to gamble would go to great lengths to devise schemes by which they could enforce in a Court of Law what in reality were intended to be gambling contracts. It seemed that in England gaming or wagering contracts were not illegal under common law, but were made voidable by statute. By that distinction, of course, a broker had the right to sue for indemnity if he himself were not so connected with the original contract as to be an actual party to it and therefore to defeat his right. The real question here was whether, upon the evidence, plaintiff as agent for an undisclosed principal did not himself become a party to a wagering contract, or assumed to do so in a manner which brought him within the wagering contract. Counsel did not intend to argue, unless the Court desired it, whether a broker acting for an undisclosed principal had a right to make a gaming contract. Defendant in this case had a right to look to the broker as a principal, because the real principal had not been disclosed. Where an agent acted for an undisclosed principal he by law made himself a principal as far as the other side was concerned.

His Lordship—Are you not missing a step? Plaintiff might be defendant's agent to make a certain contract. But he is not also the agent of the third party whom defendant has to pay. Mr. Fessenden said that plaintiff was a broker, and that he was not a principal, but that other brokers, presumably acting for undisclosed principals. There was nothing to prevent him from agreeing with that other broker that a settlement upon differences should be made. If he made such an agreement it would be binding upon both sides. It would be a wagering contract.

His Lordship—Supposing principal A says to his broker, I want to buy certain stocks or shares. He goes to another broker and makes an agreement that he will buy them for his principal. The brokers say: whatever the rights of the principal may be, as between each other we will settle the matter upon the payment of differences. Would that agreement between the brokers bind the principals?

Mr. Fessenden said that he took the position that it would. The principals could not afterwards come in and say that they did not know that it was a wagering contract.

His Lordship—That would not be the case if the principals were disclosed.

Mr. Fessenden submitted that it might be. He referred his Lordship on this point to the case of *Franklyn v. Lament* (4 C.B. p. 637). He submitted that the real question the Court had to decide was whether there was sufficient evidence to satisfy it that plaintiff did actually agree with the defendant that this was a transaction on differences and that no shares were to be delivered. The leading case upon this point appeared to be that of *Thacker v. Hardy*, which his Lordship had followed in the recent case of *Neilson v. Hadley*. In regard to the second defence, plaintiff undertook to do was to find a *bona fide* principal from whom these shares were to be purchased. He tried to force defendant to go to the Cathay Trust to pay the entire purchase price and take delivery of the shares.

His Lordship said that he did not think the question of whether there was consent to these shares being handed over to the Cathay Trust was material. Up to the time of the settlement, if defendant was prepared to pay, plaintiff was bound to deliver these shares. If they were not taken up the broker would then say that he was bound to minimize the loss.

Mr. Fessenden said that defendant had told plaintiff to sell the shares. It was in evidence that the brokers had made a special rate at which these shares should be disposed of. Defendant in this case was a pilot who was absent from Shanghai a great deal, and he had testified that he was not aware of the pooling system.

His Lordship remarked that the evidence was that the Clearing House and pooling system were attached to this one settlement of the Stock Exchange.

Mr. Fessenden said that his client had informed Mr. Michael that he would have nothing to do with that particular clearance system.

His Lordship—How is the legal position as between the parties of this action changed by this pooling?

Mr. Fessenden said that the distinction was more theoretical than practical. Supposing counsel instructed plaintiff to buy him 200 Anglo-Java shares some time in May, and that plaintiff had another transaction for the same number of the same shares with another broker. The brokers did not then turn the scrip over one to another. They cancelled their accounts against each other, and out of the pool of shares remaining plaintiff would take 200 shares to deliver to counsel, and in nine cases out of ten there would be no trace of where they had come from.

His Lordship—The result might be that the pool would have a good many more shares than were actually in existence of that particular company.

Mr. Jones—They get the actual scrip. Mr. Fessenden went on to suppose that there was some defect of title in the Anglo-Java shares handed to him. If the broker then disclosed the other principal and counsel went to him and asked him to make the transfer good, he would reply that he owed counsel nothing. The contract would have been cancelled in the broker's books, and the broker, without counsel's consent, would have out his right away from under his feet. It appeared from the evidence that in the present transactions the Cathay Trust had been substituted for the broker. Counsel questioned that plaintiff was not entitled to enforce that arrangement against his client. His duty was to follow the usual custom, sell the shares, and charge defendant with the difference.

His Lordship—Supposing there are no buyers. In the case of *Neilson v. Hadley*, so far as I remember, there was proof that shares were actually bought.

Mr. Fessenden said that the Stock Exchange members took it upon themselves to fix the rate in this settlement. They did not wait to see whether the shares could be sold. They fixed an arbitrary rate themselves. He presumed that the quotations were fictitious. Finally on the basis presented for the defence, he asked for judgment for his client with costs.

Mr. Jones said that the position with regard to the Clearing House and the delivery of shares was that in consequence of the magnitude of the business that had to be transacted, Mr. Grayrigg was put in charge of the Clearing House, which meant that he sat down with his employees and received as agent for the persons who had to receive and paid for those who had to deliver. All actual contracts and scrip that had to be delivered were paid and delivered to him. The liability which both in accordance with the rules and the custom which this Court had sealed with its judgment as being the law between the undisclosed principals, was that all the persons in these proceedings were, as brokers, liable to one another on the contracts that had been effected, and if they did not carry out those contracts they were subject to the penalties, as members of the Exchange, which those rules imposed upon them. They did as a matter of fact discharge their obligations to one another, and on such conditions as might be thought advisable. The Chairman asked them to consider the valuation of their assets as set out in the circular before them, observing that they could not get their external lands fairly and properly developed unless they were prepared to lay out a considerable amount of money. Whilst it was extremely satisfactory to see a company like the Sinking doing so well, and its shares standing at a high premium, the profits to them, the North Borneo Trading Company, were not so large as they would have been had they been able to keep that property and other properties in their own hands. If the shareholders realised the significance of this there would be little need for him to recommend them to increase the capital. They proposed to rely upon rubber, but they would grow coffee as a catch crop while the rubber was growing. At the present moment the board could not say what price they would get for the shares when issued, but if the powers for raising the additional capital were granted to the board the shareholders would have the first opportunity to subscribe for them, and they would be able to get them at a less price than their market value. Of course, the figures given in the circular were only estimates, and the calculations were made up to 1922. The figures, as he had said, were only estimates, but large margins had been made making the forecasts fairly safe. The resolution increasing the capital was agreed to.

His Lordship—I don't even know if the cheque has been cashed.

Mr. Jones—There is no evidence that it has been dishonoured.

His Lordship—You have to prove that the money has been paid.

Mr. Jones—Mr. Grayrigg proved that the money had been paid.

Mr. Jones continued that the way in which Mr. Michael had arranged to discharge the obligation which had rested upon him was not material with regard to his claim against his principal. Counsel was not sure that plaintiff had not been unduly lenient in making his claim against the defendant by only claiming the amount of these shares and interest per cent, because if he incurred further obligations by reason of the acts of the defendant in the way of paying other monies and providing funds to pay Mr. Platt and others, counsel submitted that he would be entitled to claim for that amount also. But the claim before the Court was only for the money actually disbursed. Counsel then referred to the cases of *Perry and Barnett*, *Robinson and Mellock*, to *Benjamin on Sales* (3rd ed., p. 402), *Thacker and Hardy* and *Strachan's case*. What was done for the convenience of the brokers in the Stock Exchange in establishing this Clearing House in no way altered the contract which had already been made by Mr. Michael on behalf of his principal, Capt. Carmichael. There was no alteration in that contract and no alteration in the intrinsic nature of any contract. If Mr. Michael had gone blindly to the market, which was in a panic condition, and sold—it was not in evidence that it was possible to find a buyer—it might very well be argued against him that he had not acted fairly or properly towards his principal. Defendant failed to prove that it lay with Mr. Michael to do otherwise than he did. Counsel cited *Thacker and Hardy*, the case of the Universal Exchange Store, and in *Greive* (1 Q.B. 1899). In all these cases it rested on the persons raising the

defence to show that gaming was their intention and nothing more. But the transactions themselves showed that it was not gaming. It was necessary to show that not only was there desire on the part of Mr. Carmichael to speculate, but that in fact the contract was a gaming contract. Mr. Michael had no interest in these shares; he got nothing except the brokerage. The plaintiff stated that what he did at the utmost was to report the tendency of the market. Counsel referred to Evans' work on the Law Relating to Remuneration of Commission Agents, page 235 and following pages, and said that it was there outlined quite exhaustively the position of Stock Exchange transactions and the various cases which preceded *Thacker and Hardy*, and some which followed it. Counsel referred to *re Rodgers* (15 C.D.), *Neilson and Hadley*, *Forget and Austin*. Counsel submitted that he had established all that he was required by law to establish, and that the burden which rested on the defendant had not been effectively discharged.

Plaintiff was recalled.

His Lordship—Mr. Michael, do you do transactions on your own account in these shares?

Witness—No.

His Lordship—Do you mean to say that you never owned any share in any of the companies in which you bought shares for the defendant?

Witness—About Tls. 3,000,000 passed through my hands at the general settlement, but nothing for myself.

His Lordship—Have you at any time owned any of these shares?

Witness—No.

His Lordship—Have you been interested otherwise than as broker on behalf of your clients in the rise or fall of rubber shares?

Witness—No.

His Lordship reserved his judgment.

THE MOUNT OF OLIVES.

DISCOVERY OF 1,600-YEAR-OLD CHURCH IN HOLY LAND.

Recent excavations on the summit of the Mount of Olives, in the grounds of the Carmelite Convent of the Pater Noster, have revealed the remains of an extremely ancient Christian church.

The excavations are being carried out by the Greek Catholic Order of the White Fathers of Jerusalem, and the remains found they believe to be those of one of the three first Christian churches built in the Holy Land by St. Helena, mother of the Emperor Constantine, the others being the Church of the Nativity at Bethlehem and the Church of the Holy Sepulchre.

The walls first discovered indicated a church measuring some 150ft. from the western entrance to the apse. The floor of the nave is still buried, but that of the transepts has been entirely exposed. It is of mosaic work, perfectly preserved. In the north transept is a baptismal pool or trough, and the walls show signs of ancient paintings.

In the north transept some shafts of columns have been found, and also two or three tombs containing bones. One tombstone bears the name "Theodoros," quite legibly inscribed in Greek characters.

But still more interesting is the discovery in the chance of two separate mosaic floorings of different designs, the one some 2ft. 6in. above the other. It is the lower floor which is considered to be that of St. Helena's church, this dating from about 330 A.D. The second floor may be that of a restoration of the church by the Crusaders. The site of this ancient church may be taken as that fixed by the oldest tradition as to where Christ taught His disciples "how to pray."

NORTH BORNEO TRADING CAPITAL.

Mr. J. A. Travers presided at the annual general meeting of the Borneo Trading Company held on the 20th ult. After referring in sympathetic terms to the death of Mr. Cowie, the chairman and managing director of the British North Borneo Company, the speaker referred in detail to the large developments in the company's operations during the twelve months under review. Since the beginning of the current year the company had made considerable profits sufficient to pay the dividend announced. They had sufficient knowledge to know that the timber trade had been very satisfactory. The report was adopted.

An extraordinary general meeting followed, at which a resolution was submitted for the increase of the capital to £150,000 by the creation of 100,000 shares of 10s. each at such premium and on such conditions as might be thought advisable. The Chairman asked them to consider the valuation of their assets as set out in the circular before them, observing that they could not get their external lands fairly and properly developed unless they were prepared to lay out a considerable amount of money. Whilst it was extremely satisfactory to see a company like the Sinking doing so well, and its shares standing at a high premium, the profits to them, the North Borneo Trading Company, were not so large as they would have been had they been able to keep that property and other properties in their own hands. If the shareholders realised the significance of this there would be little need for him to recommend them to increase the capital. They proposed to rely upon rubber, but they would grow coffee as a catch crop while the rubber was growing. At the present moment the board could not say what price they would get for the shares when issued, but if the powers for raising the additional capital were granted to the board the shareholders would have the first opportunity to subscribe for them, and they would be able to get them at a less price than their market value. Of course, the figures given in the circular were only estimates, and the calculations were made up to 1922. The figures, as he had said, were only estimates, but large margins had been made making the forecasts fairly safe. The resolution increasing the capital was agreed to.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 10th at 11.55 a.m.—The barometer has fallen moderately over the S. Loochoos and risen considerably to slightly over Japan and China respectively.

The depression over the Pacific remains near the Southern Loochoos. It is apparently slowly moving towards N.E.

The depression lying over the N. part of the Sea of Japan yesterday is moving away over the Pacific.

The high pressure area remains over China to the North of the Yangtze valley.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 9.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (N.E. winds, fresh to moderate), fine.

Formosa Channel (N.E. winds, strong to gale), rain.

South coast of China between Formosa Channel and Loochoos. Same as No. 1.

South coast of China between Loochoos and Hainan. Same as No. 2.

FOR SKIN



AND SCALP

For every use in preserving, purifying and beautifying the skin, scalp, hair and hands of infants, children and adults, Cuticura Soap and Cuticura Ointment have no rivals worth mentioning. For affections of the skin and scalp of young and old that torture, disfigure, itch, burn, crust and scale, they succeed when all else fails.

Sold throughout the world. Depot: London, 27, Abchurch Lane. Agents: Hong Kong, 11, Cross Street. Agents: Hong Kong, 11, Cross Street. Agents: Hong Kong, 11, Cross Street.

CHINA'S NATIONAL ASSEMBLY.

The *Sinwuyuan* describes the formal opening of the Senate as follows:—

As the Prince Regent was representing the Emperor in the Senate, His Highness sat on the Imperial sedan-chair on his way to the Senate. About three thousand troops, including cavalry, infantry and police, lined each side of the road. The men were separated from each other by about three steps. The Regent arrived at 11 a.m. and the ceremony of the formal opening took place at 12 o'clock noon. Prince Ching read the Imperial Edict, and the Regent made a very interesting speech, after which he retired to the private quarters. The President proposed Chen Mow-ting and three others to express thanks to His Majesty's grace. Ten Mongolian officers, including Princes and Dukes, did not attend, and more than twenty members applied for leave of absence.

The speech delivered by His Royal Highness was as follows: Since I assumed the Regency under Imperial orders, the political situation has been full of difficulties and I have been worried day and night. Fortunately I have been assisted in the performance of my duties by all the Princes and Ministers with one heart. I have in obedience to the instructions of the late Emperor and Empress Grand Dowager carried out the constitutional reforms in due order. This

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

MARTIN'S
APIOL & STEEL
PILLS

A French Remedy for all Irritations.
Thousands of letters always bear a testimonial to the efficacy of this medicine in the treatment of all cases of Irritation of the Urinary Organs. It is a truly effective remedy, and its use is recommended by all the leading medical authorities of the world. It is sold in all the leading chemists and druggists.

MARTIN'S
APIOL & STEEL
PILLS

MITSU BISHI GOSHI KWAISHA.
(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA
GOHI, MURABE, HOJO, NAKAZUTA,
SAYO, SHINNEW, and KAMITAMADA.

SOLE AGENTS FOR
KISHIDAKE, MIYAO and KIGYO
KOMATSU, Co., Ltd.

HEAD OFFICE:—MARUNOUCHI,
TOKYO.

BRANCH OFFICES:—NAGASAKI,
MOJI, KAKATSU, WAKAMATSU,
KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.
Cable address for "IWASAKI"
Codes, AI, ABC 5th Ed., Western Union.

AGENTS:—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GRABING & Co.
MANILA: Messrs. MACDONALD & Co.

For Particulars apply to
H. OISHI,
Manager,
No. 2, Polder, Street, Hongkong.
Hongkong, 9th January, 1909. [574]

GRIMAULT'S
SYRUP
OF
HYPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION

ON SALE:
A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

FOR
DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the
English Mail from the Year of the Closing
of the India Mint to the Free Coinage of
Silver

FROM 1893 TO 1905;
ALSO
RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.

On Sale at the "DAILY PRESS" Office, or
Local Booksellers.

THE JAPANESE TARIFF QUESTION.

SOME GENERAL CONSIDERATIONS

(FROM "THE TIMES" SPECIAL CORRESPONDENT IN THE FAR EAST.)

Tokyo, Aug. 24th.

Two words, "autonomy" and "reciprocity," run like a refrain through all Japanese comment on the tariff question, and until the meaning and the importance of these two words are understood it is impossible to appreciate their attitude. British merchants and manufacturers are, naturally enough, concerned only with the increase of the duties levied on British imports into Japan; to the Japanese the question of the actual amount of the duties is only a branch, though doubtless a very important branch, of the tariff question. For the European traders the expiration next year of the 1894 treaties, embodying the conventional tariffs, is only important as involving a considerable increase in the duties which they or their customers have to pay; in Japan the day on which these treaties expire is as only looked forward to as one of the great dates in modern Japanese history, as the day on which the country will attain for the first time to that full international status which, throughout the last 40 years, it has been the ambition and the constant effort of her statesmen to achieve for her.

The first Japanese mission sent abroad, in 1871, had for its object to obtain the restoration of Japan's judicial and fiscal autonomy. The attempt was a failure; and it was not till 1894 that, by the abolition of Consular jurisdiction, the right of Japan to administer justice to all within her boundaries was recognized. Important as that concession was, it did not place her upon a footing of complete equality with other Powers. The commercial treaties concluded at that time limit the tariff autonomy of Japan to such articles as are not included in the conventional tariffs embodied in the treaties, and impose no corresponding restriction on the fiscal autonomy of the other parties to them. In the Japanese view they thus violate the principle of reciprocity that should be observed between Powers of the same standing; they are treaties such as the Great Powers conclude with countries like China, Siam, Korea, and the Balkan States, not with one another; their existence is looked upon as a humiliation for Japan; and it is regarded as inconceivable that, when they expire, any Japanese Government should consent to conclude with any other Power any tariff agreement which contained any restriction on the fiscal autonomy of Japan without a corresponding restriction on the fiscal autonomy of the other party to the agreement.

With Great Britain, as Count Komura has explained in a much-quoted and not altogether happy utterance, an agreement of this reciprocal character is taken to be impossible so long as her present system of Free Trade is maintained. To be perfectly candid, an agreement in which tariff concession should be balanced by tariff concession would not be altogether easy even if Great Britain were to abandon Free Trade; for British imports from Japan are trifling, and British exports to Japan are almost exclusively of raw materials on which there could be no question of placing any duty.

THE QUESTION OF RECIPROCITY.

In England there seems a tendency to regard the placing of heavy duties on British imports into Japan while Japanese imports are admitted free of duty into Great Britain as in itself a violation of the principle of reciprocity on which the Japanese lay so much stress. That, however, is due to a failure to understand what the Japanese mean by that principle: the Japanese like and the British like of reciprocity differ so considerably that it is almost a pity to use the same name for two such different things. And this by no means applies only to tariff matters. A few instances taken almost at random will make the difference clear. Japanese subjects enjoy exactly the same rights of landownership in England as do British subjects; yet no Englishman, or any other foreigner, can own land in Japan; or, rather, to speak quite by the book, the law recently passed by the Diet, while conceding in theory the right of foreigners to own land, safeguards that right with so many conditions and restrictions as to render it practically valueless. Again, British law recognizes no distinction between British subjects and foreigners, including Japanese, with regard to the ownership of shares in commercial and industrial enterprises; but Japanese law denies to foreigners, including, of course, British subjects, the right of owning shares in a large number of companies, such as the leading banks, that are regarded as having a more or less "national" character. The Nippon Yusen Kaisha and other Japanese shipping companies possess the same right as their British rivals to carry goods and passengers between London, Hongkong, and Singapore, and generally to engage freely in the coasting trade of the British Empire; in Japan the right of British subjects and of other foreigners to participate in the coasting trade is subjected to considerable restrictions.

To most Englishmen these seem instances of anything but reciprocity, but they do not violate the principle as understood by the Japanese. Their view, and it applies equally to tariff matters, may be briefly summarized. Great Britain, like Japan, frames her laws to suit herself; differences in the circumstances of the two countries and differences in national character necessarily produce differences in their domestic legislation and, as in the cases quoted, in their treatment of foreigners. That Japanese enjoy rights in Japan that are denied to Englishmen in Japan is of course very fortunate for them; but it is due simply to the fact that Great Britain thinks a more liberal policy suited to her interests. For Japan to confer the same rights upon British subjects would be to modify in their favour the policy that she thinks best suited to her particular circumstances; and to satisfy the Japanese idea of reciprocity, such a concession would have to be balanced by some special concession to Japanese subjects on the part of Great Britain. As matters stand although there is admittedly a considerable difference between the Japanese treatment of British subjects and goods and the British treatment of Japanese subjects and goods, the Japanese law imposes no disadvantage on British subjects and British goods that is not imposed on the subjects and goods of other foreign countries; and British law confers no advantage on Japanese subjects and Japanese goods that is not granted to those of other foreign countries; and the principle of reciprocity is thus duly observed.

In discussing the argument that the free admission of Japanese goods into Great Britain should have disposed of the Japanese to a more liberal treatment of British imports in the new tariff, it is pointed out here that Japanese exports consist almost exclusively of raw materials, on which even the most Protectionist countries are chary of imposing duties; thus France admits duty free 75 per cent. of her imports from Japan, Germany over 60 per cent., and America over 76 per cent.

SOME SOURCES OF MISUNDERSTANDING. Although it was, of course, foreseen that there would be complaints on the part of the manufacturers and importers who will have to pay higher duties on their trade, the outbreak of indignant protest with which the new tariff has been

received was not anticipated in Japan. The Japanese really seem to have expected that the new rates would be compared, not with those of the conventional tariffs, which they regarded as a temporary concession upon them by other Powers, but with those of the statutory tariff that was passed in 1906 to take full effect when, by the expiration of the present treaties, Japan recovered her complete tariff autonomy. Foreign traders, on the other hand, seem to have regarded the old statutory tariff, which they have had in their hands for the past four years, as something that did not, and could not, concern them; and they, very naturally, compare the new duties with those they have been in the habit of paying, instead of with those they would be called upon to pay next year if the statutory tariff of 1906 had not been modified by the law passed this year. This difference of standpoint has been the cause of much misunderstanding; the irritation of traders at the increased duties was aggravated by seeing them described officially and semi-officially as reductions.

But perhaps the most fruitful source of irritation was the neglect of the Japanese Government to provide the representatives of the foreign interests affected with any real opportunity of stating their case while the tariff was still under discussion. It is possible that the Japanese, sensitive, even perhaps unduly sensitive, on the subject of their tariff autonomy, disliked the idea of discussing the proposed rates with foreigners, out of a notion that any such discussion might be regarded as implying the recognition of some sort of a right to interfere. Whatever the explanation, the fact remains that the opportunity expected was not given; and the foreign traders feel with some reason that the representations they are now making would have been at once easier to make and more likely to be effective had they been able to bring them forward before the Tariff Bill was finally passed by the Diet. Perhaps even as things were something might have been done in this direction; but the time was very short. The Bill became law within two months of its communication to the Foreign Missions, and much of the discussion was of the semi-private kind which is now characteristic of the Japanese Legislature. Almost before those affected had time to make their case, the new tariff had been passed, and the Japanese Government was endeavouring to get it modified during its passage through the Diet.

Whether any modification is now possible before the new rates come into force next year it is difficult to say. Certainly the conclusion of a "unilateral" conventional tariff agreement seems almost out of the question; and for many reasons, including considerations of domestic politics, it will be difficult for the Government to introduce a new Bill amending that so recently passed by the Diet. The desire to conciliate English public opinion is so real that a way must possibly be found to remedy any cases of great hardship, and especially of anti-British discrimination, if such cases can be proved to exist.

NEW FISHES FOUND.

NOTABLE DEEP-SEA DISCOVERIES BY AN OCEAN EXPEDITION.

Oceanographical research is a branch of exploring enterprise which, unfortunately, has not figured prominently before the public gaze at any time, but when undertaken by the famous Prince of Monaco.

An expedition known under the name of the Michael Sars expedition has just completed its labours, after having made many notable discoveries in the science of oceanography. The Michael Sars expedition left Plymouth on April 7 of this year in the Michael Sars, a boat lent by the Norwegian Government. The problems which were to receive special attention were:

- (1) The mode of formation of the deep layers of the North Atlantic.
- (2) The composition of the oceanic deposits.
- (3) The rate of currents over oceanic shoals and in deep water; and
- (4) The distribution in depth and the pelagic algae and their relation to the depth to which sunlight penetrates in different latitudes.

THE STAFF ENGAGED. To effect these discoveries, the Michael Sars carried a staff of famous and fully-qualified men, well versed in the study of oceanographical research work. Dr. Johan Hjort, the director of the Norwegian fisheries, was in command of the expedition, and his staff included Sir John Murray (who financed the expedition), Dr. Hjalmar Hansen, Professor Gran, and Mr. Koefoed (Dr. Hjort's assistant).

The expedition kept as close as possible to the programme outlined before its departure. Leaving Plymouth in April, and commencing its operations on the west coast of Ireland, the expedition steadily worked its way south to the Atlantic coast of Morocco as far as Cape Bajador.

Then it proceeded to the Azores, and the Canaries and Madeira, after which it crossed the Atlantic to Newfoundland. The homeward voyage was made by the same way.

THE PENETRATION OF LIGHT. Throughout the voyage both physical and biological observations were constantly made—the number of stations amounting to seventy-four, while over six hundred temperature observations were made at various depths.

In the Straits of Gibraltar and to the south of the Azores detailed observations were made with the Ekman current-measure.

With regard to the intensity and light beneath the water, it was found by exposing photographic plates at various depths that the number of stations amounting to seventy-four, while over six hundred temperature observations were made at various depths.

THE RESULTS OF THE RESEARCH. The results of the biological research work are also exceedingly interesting and incidentally demonstrate the unique opportunities that await the oceanographer, student, or polar explorer in this specific branch of exploring enterprises.

MINUTE PELAGIC PLANTS. It was found that by means of a strain which that centrifugal action on the sample of water taken from the Sargasso Sea revealed the presence of excessively minute pelagic plants, such as escape through the meshes of the finest silk nets.

These minute pelagic plants were discovered in large heaps in each litre of water down to about fifty fathoms, while investigations made it possible to observe many new species among them.—*Pall Mall Gazette.*

THE CHINA SQUADRON.

COMMISSIONING OF THE "NEWCASTLE."

The Naval Correspondent of the London Morning Post writing on the 21st ult. says:—There is so great a difference in size and force between the Bedford, recently wrecked, and the Newcastle, which commissioned yesterday to replace her, that the choice of the Newcastle for this service has not unnaturally attracted a good deal of attention. The Bedford was of 3,800 tons, and mounted fourteen 6-in. guns, of which nine were available on each broadside. The Newcastle, of 4,800 tons, is scarcely half the size, and her broadside is of considerably less than half the weight; she mounts two 6-in. (100-pounders) and ten 4-in. (31-pounders), of which the two 6-in. and five 4-in. form the broadside.

Before the loss of the Bedford the Cruiser Squadron on the China Station consisted of the Minotaur, a powerful modern "armoured cruiser" about equal in force, and greatly superior in speed, to the battleships of ten years ago; of the Bedford, Kent, and Monmouth, all sister ships; and of two old second-class cruisers, the Astron and Flora, ships of 4,360 tons and 19 knots speed, mounting each two 6-in. and eight 4-in. guns, with a large number of 6-pounders. These last named were completed sixteen years ago, and it is interesting to compare them with the new ship of the same nominal class. The fast Newcastle on a higher displacement carries a somewhat weaker armament.

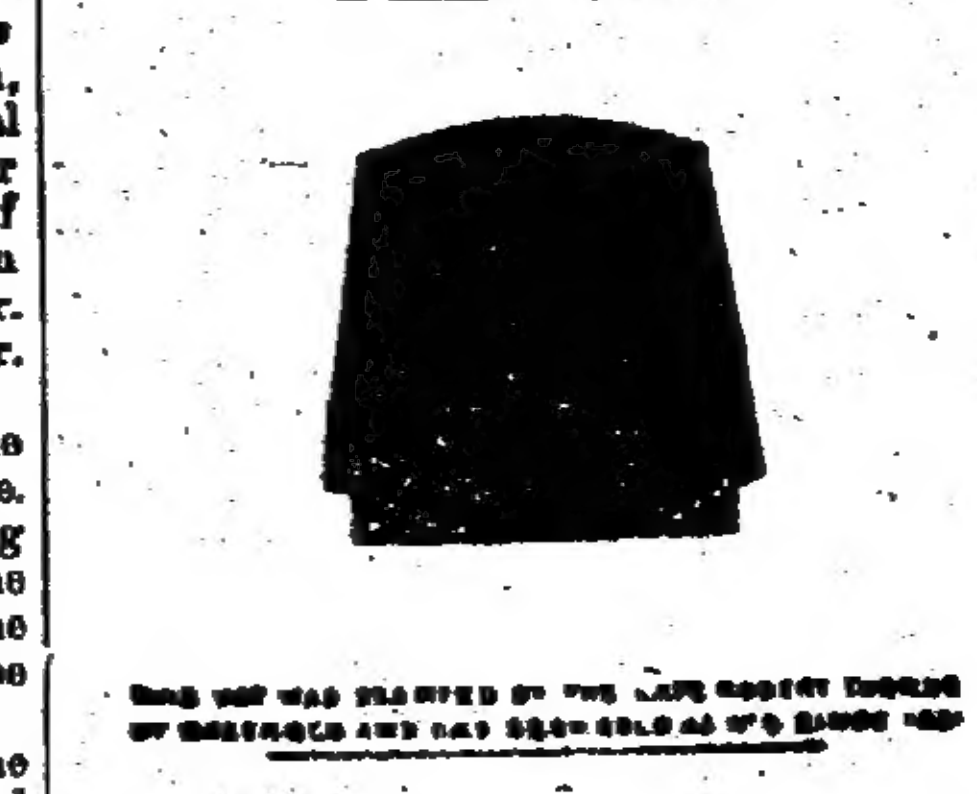
It is probably safe to state that the Newcastle was chosen because there was no other suitable ship available. The original "County" class, to which the Bedford belonged, consists of ten ships, of which, as has been seen, two are already in Chinese waters. Seven remain, and in other circumstances it might have been expected that one of these would be sent out. But none of these ships is available. The "improved County" cruisers of the Devonshire class are all but one in the Third Division of the Home Fleet, i.e., in reserve; but the original "County" cruisers are all in active service. Two of them have been fitted as sea-going training ships for cadets, two belong to the Mediterranean Cruiser Squadron, the remaining three are serving on the North American station in the Fourth Cruiser Squadron.

Another type of ship had, therefore, to be chosen. It was scarcely conceivable that one of the old first-class protected cruisers, which are frankly obsolete, would be sent; and if a second-class protected cruiser was to be decided on the choice lay between obsolescent ships of less than 20 knots and the new "Tyrus" class. Some of the Talbot class are becoming available on replacement with the sea-going fleets by the sisters of the Newcastle; but they are elderly ships, and are being relegated to the Reserve Divisions at home. At the same time it is clear that one of them would not have been out of place in the China Squadron, which contains two Astron, ship older, smaller, rather slower, and much more weakly armed than the Talbot, which carry eleven 6-in. guns each.

The Bedford belonged to a class which never found much favour with critics. She was much too weak to be regarded as a ship "fit to lie in the line," and as a cruiser she was very costly. The Bedford cost about three-quarters of a million each, while the Newcastle cost but 235,000. However, experience has shown that the Bedfords are no more than very costly cruisers, ships not primarily intended for heavy fighting; and the interest of the change lies in this, that it calls attention to an important change of policy only now complete. The Newcastle is designed for exactly the same work as the Bedford; for more than ten years the Admiralty maintained that the second-class cruiser was obsolete, was not fitted for this work. Of late, however, they have been persuaded to revert to the traditional policy. The Newcastle is the first-fruit of it.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S
OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

INSURANCE

NORTH BRITISH AND MERRICK
TITLE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO
TOTAL FUNDS AT 31st DECEMBER, 1909
£1,975,357.

I. Authorized Capital ... £500,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500 0 0
II. Free Funds ... 3,468,136 6 7

The Underwritten, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th July, 1910. [783]

DENTISTRY

DR. M. H. CHAUN.
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [1022]

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1908. [1093]

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?
They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £10,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.
We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.
Write for Handbook, sent post free.
MELVILLE, GLEN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [886]

"LOOK ALIVE!"

In one of the many casual every day interactions wherein lurks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top; in society it is the active, graceful, agreeable person who is most popular; in the domestic circle it is the cheerful member who most completely wins and holds our affection. Therefore look alive! If you are suffering from anything which robs you of your healthy alertness attend to the trouble at once and don't rest until a cure is effected. If you suspect that dyspepsia or any disordered state of the stomach, liver, or bowels is sapping your vitality, it is certain that without delay, you should

TAKE
BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d. (36 pills), 1/1s (36 pills) and 2/9 (108 pills).

COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT HAS DONE FOR OTHERS IT WILL DO FOR YOU
Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY
From any leading Chemist.

MUSTARD & COMPANY.
Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [719]

SHIPPING IN PORT

STRAMERS	MAILED
ALABAMA, German str., 5,323, C. Meyer, 9th Oct.—New York 20th August, General—Hamburg—America Line.	MAILED, German str., 1,169, Christiansen, 26th Sept.—Manila 23rd September, Ballast—Jensen & Co.
BUTO MARU, Jap. str., 3,232, H. Hashimoto, 7th October, Mail 2nd October, Coal and General—Mitsui Bussan Kaisha.	MARU, British str., 1,644, Waigall, 3rd October—Sunderland 24th Sept., Timber—Jardine, Matheson & Co.
CHONGHONG, British str., 1,256, V. Liddell, 8th Oct.—Tientsin, Chefoo and Weihaiwei 2nd Oct., General—Jardine, Matheson & Co.	MOUMOUTHSHIRE, British str., 1,234, G. E. Warner, 9th Oct.—London 18th August, General—Jardine, Matheson & Co.
CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi, 9th Oct.—Shanghai 2nd October, General—Osaka Shosen Kaisha.	NANSHAN, British str., 1,299, Chas. Wawn, 4th Oct.—Saigon 28th Sept., Mail and Rice—Bradley & Co.
CHUNHANG, British str., 1,378, Anderson, 4th Oct.—Java 23rd Sept., Sugar—Jardine, Matheson & Co.	NINGPO, British str., 1,228, Rickard, 5th Oct.—Swatow 4th October, General—Butterfield & Swire.
COWRIE, British str., 3,055, J. Falles, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum & Co.	NIPPON MARU, Japanese str., 3,452, H. S. Smith, 4th October—San Francisco 6th September, General—Tokyo Kisen Kaisha.
DAGNY, Norwegian str., 883, Solvresen, 23rd Sept.—Wakamatsu 17th Sept., Coal—Aagaard, Thoresen & Co.	NO. 3 KEKON, Japanese str., 3,778, T. Takai, 17th Sept.—Moji 11th Sept., Coal—Osaka Shosen Kaisha.
DAGU MARU, Japanese str., 864, K. Hori, 6th Oct.—Moji 2nd October, General—Osaka Shosen Kaisha.	OMURE MARU, Japanese str., 1,870, Yamamichi, 4th October—Taiwan 28th September, Coal—Mitsui Bussan Kaisha.
DERWENT, British str., 1,574, Jenkins, 24th Sept.—Seigon 20th September, Rice and General—Kia Fat & Co.	PAKLAT, German str., 1,018, E. Gathemann, 24th Sept.—Bangkok 17th Sept., Rice—Butterfield & Swire.
DEUFAR, Norwegian str., 1,102, Arnsen, 1st October—Bangkok 23rd Sept., General—C. S. N. Co.	PAOTUNG, British str., 1,027, E. L. Jones, 6th October—Newchwang 27th Sept., General—Butterfield & Swire.
HAIYAN, British str., 1,186, J. W. Evans, 7th October—Fookhow via Amoy, Swatow 7th Oct., General—Douglas, Laprak & Co.	PRIMA, British str., 2,908, B. J. Lewis, 5th Oct.—Liverpool via Colombo 27th Aug., General—Butterfield & Swire.
HANGCHOW, British str., 999, R. Robertson, 4th Oct.—Swatow 3rd October, Ballast—Butterfield & Swire.	QUARTA, German str., 1,145, H. Madson, 7th October—Macassar 17th Sept., General—Java-China-Japan Lijn.
HANOI, French str., 630, J. Pannier, 8th October—Haiphong and Hoihow 4th Oct., General—A. R. Marty.	RAJAH, German str., 1,275, H. C. Reher, 24th Sept.—Bangkok 17th September, Wood—Norddeutscher Lloyd.
INADA MARU, Japanese str., 3,337, K. Kawara, 2nd Oct.—Shanghai 29th Sept., General—Nippon Yusen Kaisha.	RIZAT, American str., 2,700, J. Hasung, 30th Sept.—Manila 26th Sept.
INDAPURA, British str., 3,182, Mansfield, 4th October—New York 22nd July, General—Jardine, Matheson & Co.	RUBONIA, Russian str., 5,645, A. Domb, 4th Oct.—Liverpool via Colombo 27th Aug., General—Butterfield & Swire.
INVERES, British str., 3,206, A. H. Smith, 16th Sept.—New York 30th July, General—Jardine, Matheson & Co.	SHIBUTO MARU, Japanese str., 2,479, Atsumi, 15th Sept.—Wakamatsu 8th Sept., Coal—Osaka Shosen Kaisha.
ISHTA, Italian str., 2,434, G. Balsito, 5th Oct.—Bombay 16th Sept., Cotton—Carlowitz & Co.	SIGNAL, German str., 907, T. Twergon, 6th October—Wuhu 2nd October, Rice—Oriental.
JOSHIN MARU, Japanese str., 702, H. Nira-yama, 9th Oct.—Swatow 8th Oct., Tea and General—Osaka Shosen Kaisha.	SOSHU MARU, Japanese str., 1,119, K. Saka-wa, 9th October—Amoy via Amoy and Swatow 8th Oct., General—Osaka Shosen Kaisha.
KANAU, British str., 1,234, J. Tabbin, 4th Oct.—Wuhu 29th Sept., Rice—Butterfield & Swire.	SUDRA, British str., 3,929, W. E. Kelsey, 27th Sept.—Koolang 25th Sept., General—Standard Oil Co.
KEONGWAI, German str., 1,115, Foh. Kohler, 8th Oct.—Bangkok via Swatow 7th Oct., Rice—Butterfield & Swire.	SURANG, British str., 1,716, M. Ricknell, 25th Sept.—Chingwantao 18th Sept., Coal—Chinese.
KIAN PING, Chinese str., 1,222, H. Udden, 5th September—Chinkiang 30th August, General—Tung Lee & Co.	TEAN, British str., 1,346, A. W. Osterbridge, 7th Oct.—Manila 4th October, General—Butterfield & Swire.
KUMANG, British str., 2,078, W. G. G. Leask, 7th October—Calcutta 22nd Sept., General—Jardine, Matheson & Co.	THORNDIS, Norwegian str., 1,091, G. Jvrgensen, 9th Oct.—Bangkok via Swatow 8th Oct., Rice—Aagaard, Thoresen & Co.
KWANGLOO, Chinese str., 1,468, Lincoln, 7th Oct.—Shanghai 4th October, General—C. M. S. N. Co.	TJIKING, Dutch str., 2,226, H. Koops, 8th Oct.—Batavia and Balle Papan 30th Sept., Sugar and General—Java-China-Japan Lijn.
LENNOX, British str., 2,361, D. Reid, 1st Sept.—Keelung 30th Aug., General—Dodwell & Co.	TSINTAU, German str., 1,002, F. Buecking, 6th Oct.—Bangkok 25th Sept., Rice and Wood—Butterfield & Swire.
LOCKEY, German str., 1,020, W. Taubert, 5th Oct.—Bangkok 23rd Sept., Rice and Mail—Butterfield & Swire.	WUHU, British str., 1,227, A. Luoker, 4th September—Shanghai 31st Aug., General—Butterfield & Swire.
MACHOW, German str., 995, C. Wolff, 9th Oct.—Bangkok 2nd Oct., Rice and Wood—Windom & Co.	
MANDAN MARU, Japanese str., 3,246, Yamamoto, 8th Oct.—Muke 2nd Oct., Coal—Mitsui Bussan Kaisha.	

SAILING VESSEL.

ARROW, British barque, 2,971, McIvor, 20th May—Amoy 8th April, Kerosene Oil—Standard Oil Co.
DRUMELTZAN, British 4-masted barque, 1,799, Ewart, 27th August—Morado 30th July, Ballast—Standard Oil Co.

RUBBER COMPANIES.

SINGAPORE, September 29.

Trust and Finance Companies

KINGSOLERN PRIVATE HOTEL.

KINGSOLERN PRIVATE HOTEL.

KINGSOLERN PRIVATE HOTEL.

KINGSOLERN PRIVATE HOTEL.

KINGSOLERN PRIVATE HOTEL.

KINGSOLERN PRIVATE HOTEL.

Gutler, Palmer & Co.'s



Gutler, Palmer & Co.'s

CHILDREN OF FAR CATHAY

CHILDREN OF FAR CATHAY

CHILDREN OF FAR CATHAY

CHILDREN OF FAR CATHAY

AVERAGE MARKET PRICES.

AVERAGE MARKET PRICES.

AVERAGE MARKET PRICES.

鳳梨 Pineapple Cooking only... 2nd 3rd

鳳梨 Pineapple Cooking only... 2nd 3rd

Virago, torpedo-boat destroyer, 395 tons, 6 guns
6,300 i. h. p. Lieut.-Comdr. C. E. Lloyd.

Virago, torpedo-boat destroyer, 395 tons, 6 guns
6,300 i. h. p. Lieut.-Comdr. C. E. Lloyd.

IMPERIAL SCHOLARSHIPS.

PROPOSED MEMORIAL TO THE KING.
Mr. P. A. Valla writes to the editor of the Evening Standard and St. James's Gazette as follows:—In recent issues of the World there has been outlined an interesting proposal for an Imperial memorial to King Edward VII. In one respect at least it is a heavy agreement with the World. No memorial can possibly be adequate that is less than Imperial, and the World is taking the right line in striving to educate public opinion in that direction. Roughly speaking, the proposals of the World may be put under three heads: The extension of the Rhodes scheme; the converse of it—namely, sending our lads to Colonial universities; and travelling scholarships.

I want to point out briefly what I think are objections to this scheme. The Rhodes scheme is the Rhodes scheme. It is a finished thing, and can hardly be extended—nor, indeed, is it desirable that it should be, for it caters more for individuals than for the Empire. Practically nobody who can send a boy to Oxford or Cambridge will send him to a Colonial university instead. If I am correct in my assertions, this reduces the scheme of the World merely to travelling scholarships, and could it be done on a sufficiently large scale it is itself would be a grand memorial, an Empire-binding institution. I am, however, afraid of the man with a little knowledge of the Empire in what is so often called "The Grand Tour" is quite an impossibility. That is why, in my scheme for Imperial scholarships (dealt with in the Evening Standard and St. James's Gazette, in the Fortnightly Review for October, 1909, and May, 1910, and since then by the Press of the Empire), I have assigned but a small place to what is commonly called travelling scholarships. To get any good and intimate knowledge of a country a man must live in it. Touring is useful—but not complete. I am, and have been for years past, working towards the end suggested by the World. Lord Milner has publicly stated that his scheme is the natural complement of Cecil Rhodes' idea. Its main features are its non-academic nature and its extreme simplicity. Personally, I cannot imagine any more fitting memorial to Edward the Peacemaker than an Imperial scheme that will serve to draw the Empire closer together. The day when Empire and Imperial were more journalistic or political catchwords than now, as they are now, is a thing of the past. Some few of our rulers are beginning to see this. We suffer in this country every day because we will not take the lesson from the Motherland, and we talk nonsense about building up the Empire. Trying to raise an abnormal blips may draw the weight of the hand.

It is time for England to look round, to find out how to make the greatest country in the world good enough for her sons to stay in. She will not learn this until she takes advantage of the knowledge of the world—the wealth of practical experience stored up for her throughout the marvel of the age—the British Empire. I have been almost everywhere the flag flies again and again—yet I have not begun to see the British Empire; but I have seen enough to realise its majesty, its grandeur, its power; a grandeur and a power that shall endure for all time we have can only realise what it means and take steps to carry that knowledge to others. It is because I feel

this so strongly that I should heartily assist any scheme such as that suggested by the World, for I am convinced that no memorial is worthy unless it be of an Imperial scope. I must say, however, that I think the touring part of the scheme should be subordinated to a good deal to the residential scholarship. I have in the articles referred to elaborated my ideas on this point. I understand that various schemes are to be put before a committee. I would suggest that scheme which aims at the education of the Empire should be considered. Lord Milner is good enough to say that my scheme is at least equal in importance to Cecil Rhodes'. It might possibly form the foundation for an Imperial memorial.

CANADIAN PACIFIC FISHERIES.

THE ASIATIC-THE PACIFIC. Sir George Doughty has been entrusted—that of reporting on the possibilities of planting colonies of British fishermen on the West Coast of Canada—was one result of the recent visit to London of Earl Grey, the Canadian Governor-General. writes a correspondent to a London contemporary. "There is no doubt at all about the value of such a settlement if it were found to be possible, and Lord Grey certainly chose in Sir George Doughty the right man to give expert advice on the point. His long connection with the fisheries of Grimsby has given Sir George Doughty an intimate knowledge of the industry. But it is to be feared that it will be found a very difficult task to give practical effect to a good intention. There are surplus fishermen here; there are good livings to be made out of the Canadian Western fisheries; the defence value of a colony of white fishermen on the Canadian Pacific coast would be so great as to make such a colony well worthy of a Government subsidy. But Asiatic competition is a most formidable obstacle to success.

"How the Canadian Pacific fisheries have been allowed to drift into the hands of the Asiatics is a long and unpleasant story. The Asiatic was first introduced to the Pacific Coast of Canada as a railway navy. Later he was found useful as a cheap worker in the salmon fisheries. He was not long content, however, to remain as a worker, and soon appeared as the proprietor of a fishing boat, employing fellow-Asiatics and selling his catch to a white cannery. The next step was to establish canneries with Asiatic capital. From that the arrangement of shipping on Asiatic bottoms was easy, and it is a fact that now a great deal of the Canadian salmon catch is handled altogether from the river to the retail dealer in Europe, Australia, South Africa, or Asia by Japanese workers and capitalists.

"The Asiatic fishermen, too, invade the deep-sea fisheries of the Canadian Coast, and the white fisherman is likely soon to be extinct. To establish successful white-labour competition will not be easy at this stage. It is not a question merely of supplying Asiatic labour, but Asiatic capital also, and backing up a thoroughly organised and long-established campaign. It is signed to capture the fisheries from the white man. Further, the locality of the fisheries is necessarily in wild and remote places. A strenuous competition will call for a thorough policing of the fisheries. Still, the government is worthy of the effort. I suggest the difficulties not with the idea of discouraging the work but of arguing that it should be well backed by the Canadian and British Governments. A big white fishing population on the Pacific Coast of Canada would be a great Imperial asset."

IS ALL SPORT UNREPRESENTATIVE?

ROWING AND RIDING METHODS WRONG.
Mr. T. H. Briggs, an engineer, has dropped a thunderbolt into the British Association meeting at Sheffield. His opportunity was a quiet discussion on the neglect of science by commerce and industry. He declares that not only is science neglected by business men, but scientists themselves, and every one else, are floundering blindly along trodden paths.

"There is a screw loose somewhere," he states, and in proof of this assertion he causes a series of startling propositions. After having devoted nearly a quarter of a century to research work he solemnly declares that Members of the Oxford and Cambridge crews have all these years been unconsciously violating the simplest laws of applied mechanics and mathematics, with the result that they have limited their propelling powers to the muscular capacity of one leg instead of using both. The methods in use of horse-riding, jumping, swimming, and sprinting on bicycles or on foot from crouched positions are equally unscientific. Our locomotive engines are not designed or constructed on scientific principles, and the "rule of thumb" prevails in the industry to the danger of the travelling public. Although there are ninety-million horses in the world there is not a scientific text-book showing how to determine the tractive power of any given horse on any given road. Although every carriage builder knows that one vehicle runs much more easily than another of the same weight, differently suspended, yet no one knows how to resolve and explain the responsible forces.

These are but examples of Mr. Briggs' "poena."

EXPERIENCES AT SEA.
"Although the British Association has been advancing science for eighty years," he declares, "I have never yet found a professor who knew the character and magnitude of the forces he exerted in walking at the rate of four miles an hour. I have found men who claim to be the highest authorities, including judges appointed by the Royal Agricultural Society, most ludicrously contending that horses, when backing their loads, do so with their hind feet and legs. "Unless we wake up and replace the inglorious rule of thumb by an intelligent appreciation and trained application of scientific principles we shall inevitably be driven to the wall."

LATEST STEAMER MOVEMENTS.

The Appear ship Gregory Spear from Shanghai and Kobe left Moji on the 8th inst. afternoon, and may be expected here on or about the 13th inst.

The Barber Line ship Shimizu sailed from New York on the 6th inst. for Hongkong via Seattle.

The Doddrell Line ship Chase arrived at Boston on the 7th inst.

The Doddrell Line ship Wray Castle arrived at Boston on the 7th inst.

The C.P.R. Co's ship Empress of India, which left here on the 17th ultimo, arrived in Vancouver on the 8th inst.

The L.O.M. ship Derfflinger, which left here on the 5th inst., at noon, arrived at Singapore on the 9th inst., at 4 p.m.

The Bank Line ship Suerie sailed from Kobe on the 9th inst.

BARCLAY, PERKINS' FAMOUS LONDON STOUT.

The Leading Brand in ENGLAND. The best that can be obtained. SOLD EVERYWHERE.

SOLE AGENTS FOR CHINA: DADY BURJOR & Co. Wholesale Wine & Spirit Merchants. [1037]

報新外中港香
CHUNG-NGO-I-SAN-PO
(Chinese Daily Press),
PUBLISHED DAILY.
Is the oldest and still immeasurably the best Advertising medium among the Chinese Community.
Established for over FIFTY YEARS.
Circulates largely throughout Southern China, Indo-China, etc.
Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road, Central, Hongkong, 131, Fleet Street, London, or from the different Agents.
Do not mistake translated from or into Chinese or Colloquial Chinese.

INTIMATIONS.

CROSSLEY BROTHERS, LTD. OPENSEAW, MANCHESTER.

MAKERS OF:
GAS & OIL ENGINES,
MARINE ENGINES,
MOTORS & MOTOR
CARS,
GAS PLANTS
FOR
POWER
AND HEATING
PURPOSES, TO
WORK WITH ALL
KINDS OF FUEL.
SUCTION
AND
PRESSURE SYSTEMS.
AMMONIA RECOVERY
PLANTS, &c.
HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.
SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT
WORK IN THE COLONY.
AGENTS FOR HONGKONG & SOUTH CHINA:
W. R. LOXLEY & CO.,
YORK BUILDINGS.

ON SALE.

THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, CORREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, Etc.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nippon to India, and includes the most important trade routes. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Five Maps, pp. 1,200, \$5.00. Directory only pp. 1,200, \$3.00.

The Directories and Descriptions are of

China: Peking, Tientsin, Hankow, Shanghai, etc.

Japan: Yokohama, Kobe, Osaka, etc.

India: Calcutta, Bombay, Madras, etc.

Siam: Bangkok, etc.

Malay States: Singapore, Penang, etc.

Philippines: Manila, Cebu, etc.

Borneo: Sarawak, etc.

Sumatra: Batavia, etc.

Java: Batavia, etc.

Sumatra: Batavia, etc.

Java: Batavia, etc.

Sumatra: Batavia, etc.

Java: Batavia, etc.

Sumatra: Batavia, etc.

Java: Batavia, etc.

Sumatra: Batavia, etc.

Java: Batavia, etc.

Sumatra: Batavia, etc.

Java: Batavia, etc.

Sumatra: Batavia, etc.

Java: Batavia, etc.

Sumatra: Batavia, etc.

Java: Batavia, etc.

Sumatra: Batavia, etc.

Java: Batavia, etc.

Sumatra: Batavia, etc.

Java: Batavia, etc.

Sumatra: Batavia, etc.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	REMARKS.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DISPATCHED.
LONDON, DUNKIRK & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & Co., Ltd.	About 12th inst.
LONDON, &c. via USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	Owen Jones, R.M.S.	P. & O. S. N. Co.	On 15th inst., at Noon
LONDON & ANTWERP via SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips, R.M.S.	P. & O. S. N. Co.	About 19th inst.
COPENHAGEN	TRANQUERBAR	Dan. str.	—	—	MELCHERS & Co.	On 27th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELGRADE	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERICA LINE	On 31st inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	k.w.	Porcelius	HAMBURG-AMERICA LINE	On 17th Nov.
HAYRE & HAMBURG via STRAITS, &c.	ALEXIA	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 13th inst.
HAYRE & HAMBURG via STRAITS, &c.	SENIGAMBIA	Ger. str.	k.w.	Rehder	HAMBURG-AMERICA LINE	On 26th Nov.
MARSEILLES, HAYRE & HAMBURG, &c.	ARMENIA	Ger. str.	k.w.	Rehder	HAMBURG-AMERICA LINE	On 9th Nov.
MARSEILLES, HAYRE & HAMBURG, &c.	FRON	Ger. str.	k.w.	Ristorcelli	MESSENGER MARITIME	To-day, at 1 p.m.
HAYRE & HAMBURG via STRAITS, &c.	IYO MARU	Jap. str.	—	E. Takada	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSH LBS. LONDON & ANTWERP via SINGAPORE, &c.	C. FRED. LAEISZ	Ger. str.	k.w.	Knaissel	HAMBURG-AMERICA LINE	On 23rd inst.
MARSH LBS. LONDON & ANTWERP via SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 26th inst., at D'light
NAPLES, GENOA, ALGERES, GIBRALTAR, &c.	TANGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 9th Nov., at D'light
TRIESTE, &c. via SINGAPORE, &c.	P. E. FRIEDRICH	Ger. str.	—	F. Prosch	MELCHERS & Co.	On 19th inst., at Noon
NEW YORK via PORTS & SUEZ CANAL	AUSTRIA	Aus. str.	—	Reichel	SANDER, WIELER & Co.	On 26th inst., p.m.
BOSTON & NEW YORK	INDIAVELLI	Am. str.	—	W. Gray Williams	SHAW, TOMES & Co.	About 21st inst.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	INDIAVELLI	Brit. str.	—	G. B. McGill	JARDINE, MATHESON & Co., Ltd.	About 15th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	KUMERIC	Brit. str.	1 m.	—	DODWELL & Co., Ltd.	On 20th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMERALD OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	MONTEAGUE	Brit. str.	—	I. Goto	OSAKA SHOSHEN KAISHA	On 2nd Nov., at Noon
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	CHIKAGO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	To-day, at Noon
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 8th Nov., at Noon
AUSTRALIAN PORTS via MANILA	BOYO MARU	Jap. str.	—	M. Yagi	OTO KISEN KAISHA	On 22nd inst., at Noon
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	F. Isake	NIPPON YUSEN KAISHA	On 28th inst., at Noon
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	F. Isake	MELCHERS & Co.	On 5th Nov., at D'light
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 25th Nov., at Noon
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	F. Isake	MELCHERS & Co.	About 18th inst.
NAGASAKI, KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 13th inst., at 5 p.m.
JAPAN	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 26th inst., at Noon
CHEFOO & NEWCHWANG	TATAMARU	Jap. str.	—	Boorman	NIPPON YUSEN KAISHA	On 13th inst., at 4 p.m.
CHEFOO & NEWCHWANG	FAOTING	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
TIENTSIN	CHONGHONG	Brit. str.	1 m.	Y. McCloyne-Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon
SHANGHAI	WANGHONG	Brit. str.	—	H. G. Walker	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight
SHANGHAI, MOJI & KOBE	SHANGHAI	Brit. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	To-morrow
SHANGHAI via SWATOW, AMOY & FOCHOW	BINGO MARU	Jap. str.	—	T. Yamaguchi	OSAKA SHOSHEN KAISHA	On 13th inst., at 10 a.m.
SHANGHAI	CHOSHUN MARU	Jap. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon
SHANGHAI	HANGSANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
SHANGHAI	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 15th inst.
SHANGHAI	DEVANHA	Brit. str.	—	H. W. A. Clarke, R.M.S.	P. & O. S. N. Co.	About 15th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	DEVANHA	Brit. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 15th inst.
SHANGHAI	DEVANHA	Brit. str.	—	—	OTO WAVE & Co., Ltd.	About 19th inst.
SHANGHAI, KOBE, YOKOHAMA & MOJI	PERKING	Swed. str.	—	F. Groesch	MELCHERS & Co.	On 21st inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	FRIEDRICH ALICE	Ger. str.	k.w.	Beckhorn	HAMBURG-AMERICA LINE	On 24th inst., p.m.
SHANGHAI, KOBE & YOKOHAMA	SENIGAMBIA	Ger. str.	—	Charbonnel	MESSENGER MARITIME	On 25th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	TOKIN	Ger. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 4th Nov.
SHANGHAI, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	—	Kelate	MELCHERS & Co.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	—	JAVI-CHINA-JAPAN LINE	On 6th Dec.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—	H. Koops	OSAKA SHOSHEN KAISHA	To-day, at 4 p.m.
SHANGHAI	TITIKINI	Dan. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at 10 a.m.
TAKAO (Direct)	JOSHI MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	To-day, at 2 p.m.
ANPING via SWATOW & AMOY	SOCHI MARU	Jap. str.	—	H. Murayama	OSAKA SHOSHEN KAISHA	To-morrow, at 11 a.m.
TAMUI via SWATOW & AMOY	DAIJI MARU	Jap. str.	—	A. G. Stewart	DOUGLAS LARPAIK & Co.	To-day, at 11 a.m.
SWATOW	HAIRUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAIK & Co.	On 14th inst., at 11 a.m.
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	A. E. Pasmore	DOUGLAS LARPAIK & Co.	On 18th inst., at 11 a.m.
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	W. C. Pasmore	DOUGLAS LARPAIK & Co.	On 14th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	J. Warrack	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	A. J. Fraser	BUTTERFIELD & SWIRE	On 18th inst., at 4 p.m.
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	P. R. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	E. Roeger	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 14th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 15th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 16th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 17th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 18th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 19th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 20th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 21st inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 22nd inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 23rd inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 24th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 25th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 26th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 27th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 28th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 29th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 30th inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 31st inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 1st inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 2nd inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	On 3rd inst., at Noon
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	Mathias	BUTTERFIELD & SWIRE	

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. H. Powell	About 13th Oct.	Freight and Passenger.
LONDON VIA USUAL PORTS	ASSAYE Capt. Owen Jones, R.N.R.	Noon, 15th Oct.	See Special of Call.
SHANGHAI, MOJI, KOBE and YOKOHAMA	JAPAN Capt. H. W. A. Clark	About 15th Oct.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. G. Phillips	About 19th Oct.	Freight and Passenger.

For Further Particulars, apply to

E. HEWETT,
Superintendent.

Hongkong, 11th October, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
MANILA	"TEAN"	On 11th Oct., 4 P.M.
CHEFOO, NEWCHWANG	"PAOTING"	On 13th Oct., 4 P.M.
HAIPHONG, CEBU VIA AMOY	"KAIFONG"	On 13th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 13th Oct., 4 P.M.
HAIPHONG	"CHIHLI"	On 14th Oct., 10 A.M.
SHANGHAI	"LINAN"	On 15th Oct., 10 A.M.
CHEFOO & TIENTSIN	"KUEICHOW"	On 18th Oct., 4 P.M.
MANILA	"TAMING"	On 18th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in—Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 27th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to

Hongkong, 11th October, 1910.

MELOHERS & CO.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 11th Oct., at 11 A.M.
"HAIYANG"	Capt. A. E. Higgins	FRIDAY, 14th Oct., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 18th Oct., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN" ... Capt. A. H. Stewart ... WED'DAY, 12th Oct., at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 8th October 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"WINGSANG"	Wed'day, 12th Oct. D'light.
SHANGHAI	"HANGSANG"	Thursday, 13th Oct. Noon.
TIENTSIN	"CHEONGSHING"	Friday, 14th Oct. Noon.
MANILA	"LOONGSANG"	Friday, 14th Oct. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 15th Oct. Noon.
SANDAKAN VIA JESSELTON	"MAUSANG"	Sunday, 16th Oct. D'light.
MANILA	"YUENSANG"	Friday, 21st Oct. 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 28th Oct. Noon.

RETURN TOURS TO JAPAN.

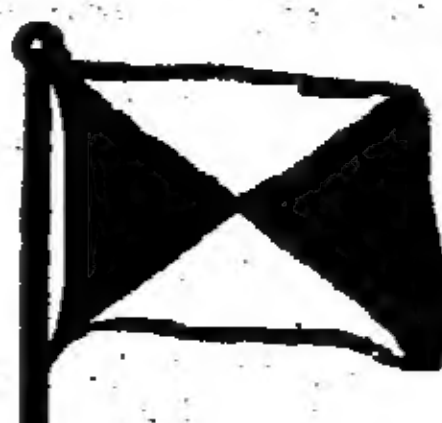
OCCUPYING 24 DAYS.

The Steamers "KUMSANG," "MAUSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
T Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Truc, Usukan, Jesselton and Labuan.
Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

Hongkong, 11th October, 1910.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 15th Oct., Noon.
RUBY	2540	R. Rodger	Manila	On 22nd Oct., Noon.

For Freight or Passage apply to

Hongkong, 9th October, 1910.

SHEWAN TOMES & Co.
General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. SENEGAMBIA ... 21st Oct.	S.S. ALESIA ... 13th Oct.
S.S. SUBVIA ... 4th Nov.	S.S. C. FRED. LAEISZ 23rd Oct.
S.S. WESTPHALIA ... 17th Nov.	S.S. BELGRAVIA ... 31st Oct.
S.S. ARABIA ... 18th Nov.	S.S. MARSHALLS, HAVRE & ANTWERP:
S.S. SCANDIA ... 1st Dec.	S.S. ARMENIA ... 9th Nov.
S.S. BRISGAVIA ... 16th Dec.	S.S. SILVIA ... 17th Nov.
S.S. SLAVONIA ... 30th Dec.	FOR HAVRE & HAMBURG:
	S.S. SENEGAMBIA ... 26th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th October 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

STEAMER	TONS	SAILING DATE
S.S. BUJO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb., 1911.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	IYO MARU Capt. R. Takeda, HIRANO MARU Capt. H. Fraser, TANGO MARU Capt. A. Christiansen	7,000 9,000 8,000	WED'DAY, 12th Oct., at Daylight. WED'DAY, 26th Oct., at Daylight. WED'DAY, 9th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. S. Hiortdahl	7,000	SATURDAY, 5th Nov., from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. K. Kawara, TAMBA MARU Capt. K. Sato	7,000 7,000	TUESDAY, 11th Oct., at Noon. TUESDAY, 8th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. M. Winckler	6,000 6,000	FRIDAY, 23rd Oct., at Noon. FRIDAY, 25th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler	6,000	WED'DAY, 26th Oct., at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parsons	8,000	WED'DAY, 12th Oct., at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9,000	THURSDAY, 13th Oct., at 5 P.M.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne	6,000	TUESDAY, 18th October.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S 550.00
IYO	7000	15th "	2nd Class S 360.00
HIRANO	9000	29th "	3rd Class S 240.00
TANGO	9000	12th April	" old str. 1st Class S 500.00
KAMO	9000	26th "	" 2nd Class S 330.00
MIYASHIMA	9000	24th "	" 3rd Class S 220.00

VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S £30
TAMBA	7000	25th April	2nd Class S £21
AWA	7000	23rd May	1st Class S £60

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO,
MANAGER.

Hongkong, 7th September, 1910.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA	"CHICAGO MARU" Capt. I. Goto	5,182	WED'DAY, 2nd Nov. at Noon
VIA MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	5,178	WED'DAY, 30th Nov. at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSAI VIA SWATOW & AMOY	"DAIGI MARU" Capt. H. MURAYAMA	TUESDAY, 11th Oct. at 2 P.M.
TAKAO (DIRECT)	"JOSHIN MARU" Capt. ...	TUESDAY, 11th Oct. at 4 P.M.
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 12th Oct. at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHEW	"CHOSHUN MARU" Capt. T. YAMAUCHI	THURSDAY, 13th Oct. at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA'S Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOULES arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD, HONGKONG.

Japan Office
32, WATER STREET
YOKOHAMA.

662]

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

1537

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD; with Maps and Illus. \$1.75
CHILDREN OF FAR CATHAY: a Social and Political Novel, by C. J. Halcombe ... 8.50	HONGKONG WEEKLY PRESS, half yearly vol. bound ... 7.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891 ... 1.00	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913 ... 2.00
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account ... 0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874 to 1909 ... 2.00
TEMPORARY MINING REGULATIONS IN CHINA ... 0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail days 1893 to 1905 ... 1.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50	CALLED OUT: or the Chang Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ... 2.00
HONGKONG HANDBOOK REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually ... 3.00	SKETCH OF THE WEST RIVER ... 0.20
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column ... 1.00	PLAN OF VICTORIA ... 1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00	" " KOWLOON ... 0.75
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA ... 0.25	" " PEAK ... 0.75
TRADE MARK REGULATIONS IN CHINA ... 0.25	" " NEW TERRITORY ... 0.75
	" " CANTON ... 0.50
	POWER OF ATTORNEY FORM ... 0.25
	MAIL TABLES for 1910 ... 0.20 & 0.20

MUSICAL INSTRUMENTS AND STRINGS.



VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.

ALL WOOD and BRASS WIND INSTRUMENTS.
ALUMINIUM MANDOLINES FOR HOT CLIMATES.

NOVELTIES OF FITTINGS and STRINGS.

GEBRUEDER SCHUSTER, MARKNEUKIRCHEN 76, GERMANY.

For Particulars, Catalogues and Samples apply to the Sole Representative for China:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Devanha*, with the English mail of the 15th ult., left Singapore on Saturday, the 8th inst., at 8.30 a.m., and may be expected here on Thursday, the 13th inst., at about 6 a.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 7th of September, and for despatch overland on the 14th of September.

FOR	PER	DATE
Haihow and Haiphong	Hanoi	Tuesday, 11th, 9.00 A.M.
Swatow and Deli	Michael Jensen	Tuesday, 11th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 11th, 10.00 A.M.
Shanghai, Taku, Dalny, Chemulpo, Nagasaki, Noji and Kobe	Aragonia	Tuesday, 11th, 10.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Yokohama, Victoria and Seattle	Inaba Maru	Tuesday, 11th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		

EUROPE, &c., INDIA VIA TUTICORIN.
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Swatow, Amoy and Tamsui	Daigi Maru	Tuesday, 11th, 1.00 P.M.
Manila	Sui Tai	Tuesday, 11th, 1.15 P.M.
Manila	Tan	Tuesday, 11th, 3.00 P.M.
Shanghai, Nagasaki, Moji, Kobe and Yokohama	Monmouthshire	Tuesday, 11th, 3.00 P.M.
Takao	Joshin Maru	Tuesday, 11th, 4.00 P.M.
Amoy	Hong Wan I	Tuesday, 11th, 4.00 P.M.
Saigon	Quarta	Tuesday, 11th, 5.00 P.M.
Saigon	Chuanwang	Tuesday, 11th, 5.00 P.M.
Shanghai	Wingang	Tuesday, 11th, 5.00 P.M.
Singapore, Penang and Colombo	Iyo Maru	Tuesday, 11th, 5.00 P.M.
Fort Bayard and Haiphong	Touarey	Wednesday, 12th, 8.00 A.M.
Swatow, Amoy and Anping	Sochu Maru	Wednesday, 12th, 9.00 A.M.
Swatow	Haimun	Wednesday, 12th, 10.00 A.M.
Bangkok	Rajah	Wednesday, 12th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Sui Tai	Thursday, 13th, 9.00 A.M.
Manila	Choshun Maru	Thursday, 13th, 11.00 A.M.
Manila	Hangang	Thursday, 13th, 1.15 P.M.
Manila	Sui Tai	Thursday, 13th, 3.00 P.M.
Chafco and Newchwang	Peking	Thursday, 13th, 3.00 P.M.
Shanghai	Chen	Thursday, 13th, 3.00 P.M.
Amoy, Hilo and Cebu	Kaifong	Thursday, 13th, 4.00 P.M.
Kobe and Yokohama	Kamo Maru	Friday, 14th, 9.00 A.M.
Haiphong	Chihli	Friday, 14th, 10.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 14th, 11.00 A.M.
Tientsin	Cheongshing	Friday, 14th, 1.15 P.M.
Manila	Sui Tai	Friday, 14th, 3.00 P.M.
Manila	Loonquang	Saturday, 15th, 9.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Singapore, Penang and Calcutta
Manila
Shanghai

EUROPE, &c., INDIA VIA TUTICORIN.
(Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel mail will be closed on Friday, the 14th inst., at 5 P.M.

Manila
Jesselton and Sandakan

Shanghai
SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Foochow
Chafco and Tientsin

Manila
Thursday 11. Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle

THE "PETTER" PATENT. "HANDY-MAN" OIL ENGINES.

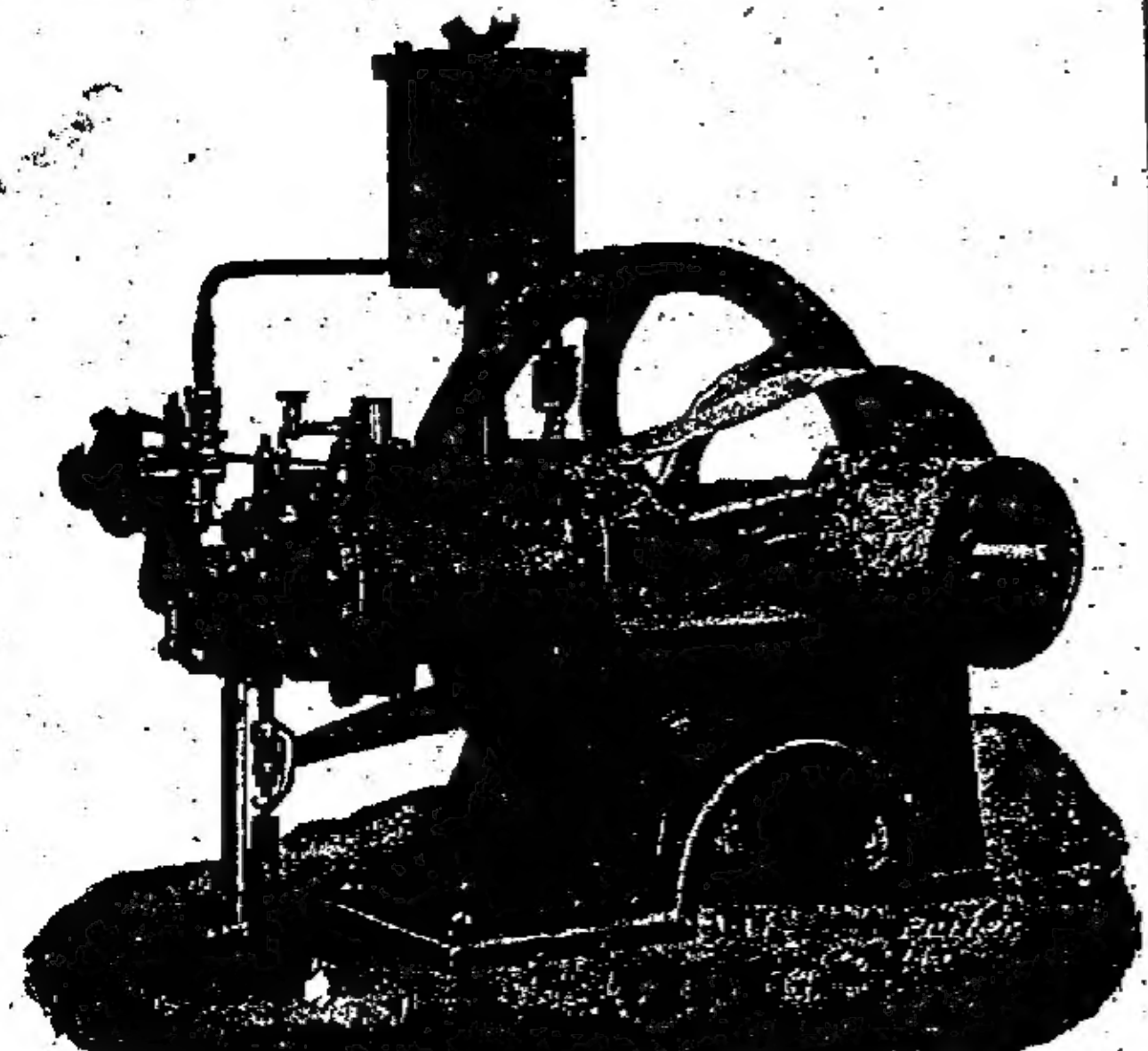
The simplest, safest and most economical

Oil Engine for driving

DAIRY MACHINERY,
CHAFF CUTTING,
GRINDING, SAWING,
PUMPING, and all kinds of Farm Work.

Starts in five minutes from cold.

No lamp or external flame after starting.



SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.,

ELECTRICAL AND MECHANICAL ENGINEERS.
14, DES VŒUX ROAD CENTRAL, HONGKONG.

COMMERCIAL. EXCHANGE CLOSING QUOTATIONS.

ON	DATE
LONDON:—	October 10th.
Telegraphic Transfer	194
Bank Bills, on demand	194
Bank Bills, at 30 days sight	194
Bank Bills, at 4 months sight	194
Credits, at 4 months sight	194
Documentary Bills 4 months sight	194
PARIS:—	
Bank Bills, on demand	228
Credits, at 4 months sight	232
GERMANY:—	
On demand	186
NEW YORK:—	
Bank Bills, on demand	441
Credits, at 60 days sight	451
BOMBAY:—	
Telegraphic Transfer	1351
Bank, on demand	1351
CALCUTTA:—	
Telegraphic Transfer	1351
Bank, on demand	1351
SHANGHAI:—	
Bank, at sight	734
Private, 30 days sight	748
YOKOHAMA:—	
On demand	89
MANILA:—	
On demand	1081
SINGAPORE:—	
On demand	11
HAIPHONG:—	
On demand	11
SAIGON:—	
On demand	851
SOYERHUSE, Bank's Buying Rate	\$11.00
GOLD LEAF, 100 fine, per tael	\$57.40
BAR SILVER, per oz.	\$25.
SUBSIDIARY COINS.	
Chinese	20 cents pieces
Chinese	10
Hongkong	20
Hongkong	10

SHARE LIST.—QUOTATIONS.

HONGKONG, OCTOBER 10TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$925, sellers
National Bank of China, Limited	99,925	\$7	26	\$78, buyers
Bank of China, Limited	8,604	12/6	12/6	\$8, sellers
Bank of Communications, Limited	60,000	\$12	12	\$91, sellers
China Bank, Limited	50,000	\$10	10	\$1.40, buyers
China Light and Power Company, Limited	50,000	\$1	10	\$8, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10		
COTTON MILLS.—				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 100.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$34, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 471.
Loon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 50.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 220.
DAIRY FARM COMPANY, LIMITED	40,000	\$71	\$6	\$19, buyers
DOCKERS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sellers
New Amoy Dock Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 72.
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 108.
FANWEI & CO., LIMITED	18,000	\$25	\$25	\$9, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$4.65
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	\$10	\$10, buyers
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$21, sellers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$25	\$50, buyers
HONGKONG ICE COMPANY, LIMITED	6,000	\$25	\$10	\$7.
HONGKONG ROPE MANUFACTURING CO., LIMITED	15,000	\$10	\$7	\$7.
HONGKONG SOUTH CHINA STEAM FISHERIES CO., LTD.				
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, sales
China Fire Insurance Co., Limited	24,000	\$83.33	\$20	\$674.
China Fire Insurance Co., Limited	8,000	\$250	\$50	\$60.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115.
Union Insurance Society, Limited	12,400	\$100	\$100	\$835, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	\$10	\$100, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$50	\$30	\$32, buyers
Kowloon Land and Building Co., Ltd.	6,000	Tls. 50	Tls. 50	Tls. 111.
Shanghai Land Investment Co., Limited	78,000	\$50	\$50	\$39.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
Mining.—				
Societe Francaise des Charbon de Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7.
Peak Tramways Co., Limited	25,000	\$10	all	\$13, sellers
Philippine Co., Limited	50,000	\$10	\$1	\$14, sellers
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$147, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$15, sales
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sales
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$23, buyers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$1.50, L/don
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$8, sel. +5.10/
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$16, buyers
Star Ferry Company, Limited	2,000,000	\$10	\$10	\$23, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$10.
Steam Laundry Company, Limited	10,000	\$25	\$25	\$25, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, buyers
Watkins, Limited	10,000	\$10	\$10	\$63, buyers
A. S. Watson & Co., Limited	96,300	\$10	\$10	\$12, buyers
Weissmann, Limited	3,000	\$10	\$10	\$111, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$300.
Union Waterboat Co., Limited	100 fiders	\$10	\$10	\$8, sellers
RUBBERS.—				
Allagars	750,000	2/-	all	5/9
Anglo-Malays	1,500,000	2/-	all	5/9
Balgownie	151,200	\$1	all	\$11 (Sta.)
Batu Tigas	70,000	\$1	all	10/-
Bukit Kajangs	30,000	\$1	all	115/-
Cassidelfs, fully paid	70,000	\$1	all	17/6 prem.
Chevios	250,000	\$1	all	10/6 ex. div.
Eastern and International	307,143	\$1	all	6/- prem.
Highlands and Lowlands	1,825,000	2/-	all	15/6
Kannings	180,000	\$1	all	16/6
Kuala Lumpur	100,000	\$1	all	47/6
Labus	100,000	\$1	all	12/5
Lodbury's	900,000	2/-	all	6/9
Linggis	1,266,000	2/-	all	\$25 (Sta.)
London Ventures	1,750,000	\$10	all	\$27 (Sta.)
Meridians	50,000	\$2	all	\$30
Pegohs	50,000	\$1	all	\$75/-
Sanderofts	100,000	\$1	all	\$12 (Sta.)
Sapongs	65,000	\$1	all	11/3
Shelfords	125,000	\$2	all	11/3
Singapore and Johore	995,000	2/-	all	11/3
Sunstra Para	90,000	\$1	all	11/3
Sungai-Kapars	170,000	\$1	all	11/3
United Serdangs	170,000	\$1	all	11/3

LEAS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Per.
				YELSON & SMITH, Share-Brokers.

THE CELEBRATED "THREE CASTLES" CIGARETTES

Are manufactured in Bristol from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established.

MANUFACTURED IN TWO STRENGTHS

Mild (green label). Medium (yellow label).

50 Cents Per Tin of 50.

ALSO

"MAGNUMS" 75 cents per tin of 50.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:

1A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M. { \$49.50 for 1 doz. Quarts.
\$51.50 " 2 " Pints.

BRANDY ★★★★★ \$31.00

"★★★★★ \$28.25

"★★★★★ \$25.00

"★★★★★ \$19.75

"★★★★★ (A MAGNIFICENT BRAND, SPECIALLY SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL \$26.00

WHISKY, JOHNNIE WALKER'S \$18.25

OLD HIGHLAND, WHITE LABEL

WHISKY, DO. SPECIAL, RED, \$24.50

WHISKY, C. P. & CO.'S "SPECIAL BLEND" \$16.25

PORT WINE, INVALIDS \$24.75

PORT WINE, DOURO \$18.00

SHERRY, LA TORRE \$20.50

SHERRY, AMOROSO \$24.75

THESE PRICES ARE INCLUSIVE OF DUTY.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

FORTHCOMING EVENTS.

Saturday, 15th Oct.—Twenty-ninth Ordinary Meeting of Canton Insurance Office Ltd., Noon.
Thursday, 20th Oct.—Auction of Valuable Leasehold Property at Auction Rooms, by Messrs. Hughes & Hough, Noon.
Wednesday, 2nd Nov.—Meeting of Licensing Board in Council Chamber, 2.15 p.m.

OPTUM.

October 8th.

Quotations are:—
Malwa New \$2,250/2,300 per picul.
Malwa Old \$2,310/2,350 "
Malwa Older \$2,360/2,400 "
Malwa V. Old \$2,410/2,450 "
Persian fine quality \$2,400/2,500 "
Persian extra fine \$2,000 "
Patna New \$2,300 per chest.
Patna Old \$2,300 "
Benares New \$2,300 "
Benares Old \$2,275 "

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS, A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERLAND TRADE REPORT, Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

BEKANNTMACHUNG.

DIE amtlichen Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1910 im OSTASIATISCHEN LLOYD der CANTON WEEKLY NEWS und nach Bedarf auch in der HONGKONG DAILY PRESS veröffentlicht werden.
KAISERLICH DEUTSCHES KONSULAT.
Canton, den 15. Dezember, 1909. [1544]

BEKANNTMACHUNG.

DIE Bekanntmachung aus dem diesseitigen Handelsregister, sowie andere gesetzlich vorgeschriebene Veröffentlichungen werden im Jahr 1910 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.
KAISERLICH DEUTSCHES KONSULAT.
Swatow, den 16. Dezember 1909. [1537]

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Konsulats Pakhoi-Hollow werden im Jahr 1910 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.
KAISERLICH DEUTSCHES KONSULAT.
Pakhoi, den 24. Dezember 1909. [1568]

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A, Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.